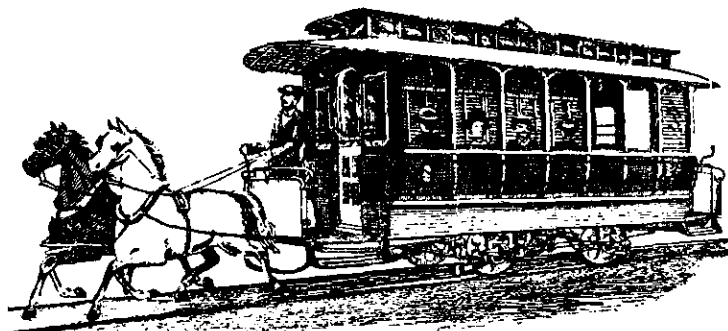


# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

Associate Editors  
Harry C. Bartley  
Robert M. Butler  
Harold Ford, Jr.



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Donald B. Johns

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Emzy L. Thompson, Jr.

VOLUME 8

JANUARY, 1954

NUMBER 1

I regret to report that our very good friend in Seattle, Donald B. Johns, is in Virginia Mason Hospital where he will have to undergo a major operation. He has asked me to explain this to collectors so they will understand why he won't be able to correspond for a while. Don adds to his letter these significant words: "I hope your health is good. Keep it that way! Don't work too hard." Everybody in the A.V.A. will be looking forward to your speedy recovery, Donald.

On that new Prichard, Alabama, token of Morgan Bus Lines, I have noted two distinct die varieties. The line has now been discontinued, so the tokens are obsolete, and the older die seems to be quite rare. In the older die, the words "Morgan" and "Service" are farther away from the ring of dots than in the newer die. If you want one of the new die for a dime, answer my ad inside this issue.

Each year since 1950 I have had three sets of the year's issues of The Fare Box cloth-bound by a local bookbinder. One of these volumes goes into my personal library, another goes to the Seattle Transportation Token Club, and the third volume goes to some collector who has made a great contribution to the hobby during the year. Since the project is carried on at my personal expense, I have used my personal judgment in selecting the recipient of the gift volume. "The Fare Box Award" for 1950 went to Chris J. Cook. For 1951 it went to Eroy L. Kimmons. For 1952 it went to Quincy A. Laflin. For 1953 it will go to Ralph Freiberg, for his monumental work with new issues. I think most collectors will agree with me that Ralph Freiberg has been perhaps the most outstanding member of the A.V.A. during the past year, and I hope he will accept this bound copy of Volume Seven as a token of our respect and appreciation.

Speaking of bound volumes, let us hope that in the future they will be fatter than they have been in the past--and this means bigger issues with more articles. While I have several articles waiting to be published, we can always use more. So how about sending in an article about some subject that will be of interest to the hobby?

To The Executive Board of the American Vecturist Assn. (Jan. 3)

Dear Sirs:-

It is with great humility that I address you all and attempt to undertake the duties of the post of President of the A.V.A. for the coming six months. I wish each of you success in your respective posts and may we all work together in true harmony during our short term of office. The A.V.A. must carry on and may our actions promote good will and advance the principles of the Association.

Being the duty of the President to appoint committees, I shall enumerate below certain committees and their respective leaders. I trust my appointments meet with your approval and also the members listed: (1) Election Committee - Harry C. Bartley, Chairman. Bill Eisenberg; John Mackie. (2) A.V.A. Emblem Committee - Robert M. Butler, Chairman. Harold Chesney; Tex Barnett. (3) Auction Committee - Kenneth Smith (Chairman). (4) The posts of Editor of The Fare Box - retained by John M. Coffee, Jr., and present associates. (5) Chairman of New Issues Committee - retained by Ralph Freiberg. I am leaving it up to the Auction Committee Chairman to choose his own aides, after the new rules mentioned below have been approved--subject to my approval. It would please me immensely if the above-mentioned members accept the positions I have recommended and fulfill them to the best of their ability. I trust that these appointments meet with the affirmative nod of each of you also.

I have just received a report from Mr. Coffee concerning his expenses, etc., for the last half of 1953. He has notified me also that the mimeograph machine needs repairs and his report shows a deficit of \$6.98, also. These two items together with his estimate of \$50 for the first half of 1954 prompts me to petition this Board to grant the withdrawal of \$60 to handle the publication of The Fare Box for the first 6 months of 1954. This shall be my first proposition.

Proposition 1. That the Treasurer be authorized to forward to Mr. Coffee a check for \$60.00 to be used for publishing The Fare Box for the first 6 months of 1954.

I have also been presented with a set of Auction Rules which I feel should work out quite well for those members who favor auctions. I would like to have each of you read over these rules. My suggestion is that we approve them temporarily as a trial method for the coming 6 months, and if the auctions handled during this time prove satisfactory and meet with the members' approval, that we then accept them permanently or revise if necessary at the Convention.

Proposition 2. That the specified attached set of 6 auction rules be temporarily accepted by the present Executive Board for a 6-month trial period.

The above two propositions need immediate attention, so I trust that I shall hear from you in the very near future in order that the wheels of the A.V.A. may continue to turn in a favorable tempo. Your reactions as to my choice of committee representatives shall also be appreciated.

Respectfully submitted,

copies sent to:

Cecil G. Jefferson, Vice President  
Max M. Schwartz, Secretary  
R. K. Frisbee, Treasurer  
William L. Black, Curator  
John M. Coffee, Jr., Editor.

QUINCY A. LAFLIN  
President, A.V.A.

1. Auction shall be conducted by the American Vecturist Association through an Auction Committee appointed by the President. Such auctions shall be conducted at such times and places as the Committee may decide and notice thereof shall be given to the members of the A.V.A. by timely publication in The Fare Box. Such notices shall specify lot numbers, the contents of each lot by Atwood Check List valuations of each lot. The condition of all material shall unless otherwise be noted, be understood to be Fine or better.

2. Material for said auctions acceptable to the Committee may be submitted by any member of the A.V.A. and who shall lot the same in a manner acceptable to the Committee. All such material must consist of tokens cataloging 25¢ or over. No material can have a reserve bid higher than catalog price. The consignor shall receive the proceeds realized less 10% retained by the A.V.A. as its commission.

3. Bids shall be made by mail only and addressed to the Auction Committee Chairman. Bids may be submitted by anybody. No "Buy" or unlimited bids acceptable. All bids received shall be opened at the designated time and place by the person to whom they have been addressed. Any member present shall have the privilege of examining any or all bids submitted for that auction.

4. Lots shall be awarded to the highest bidder at 5¢ over the 2nd highest bid, or if the highest bid is less than 5¢ over the 2nd highest bid, at the highest bid. In any event of a tie, to the bid bearing the earliest postmark. It shall be understood that by making bids a member agrees that he will promptly pay for all lots for which he is the successful bidder plus actual costs of mailing and insurance. The purchaser shall not be required to pay any commission or service charge.

5. The results of each auction shall be published in The Fare Box as soon as possible, giving lot numbers and the amount of the respective successful bids.

6. The Chairman of the Auction Committee shall conduct a service for the members desiring tokens cataloging less than 25¢. Members can submit with the approval of the Auction Committee tokens cataloging less than 25¢ from which material the auction committee shall fill want-lists of the members at catalog value. No commission shall be charged the consignor or purchaser. Desirable material would consist of obsolete material, small towns, and new issues. The purchaser shall pay actual costs of mailing and insurance.

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THE NEW KANSAS CITY ACCOMMODATION TOKEN

By Harold Ford, Jr.

I recently visited the offices of the Kansas City Public Service Co. The office manager gave me one of their new Accommodation Tokens, which are novel in that they bear the insignia of the company--an Indian scout on horseback facing right with a heart in the background. This token is sold in quantity lots to government agencies and institutions for use by employees making trips on buses. It is used in place of 10¢ cash fare which is charged when using a 75¢ weekly permit card. This use, and possible other subsequent varied uses, probably explains the selected wording "Accommodation Token." Since this is not a public issue, not sold by tram conductors, I suggest that requests for the token be sent to Mr. Frank Greene - 900 E. 9th St. - Kansas City 6, Missouri. There were 75,000 of the tokens issued.

I've got five of the Prescott, Ariz., rare tokens for sale for five dollars each but don't anybody buy them because they're too high priced. Don't expect anyone will turn up with any more, though. But I've got them just in case one of the collectors is real foolish.

W. A. Whitfield - 110 California Street - Albuquerque, N.M.

For sale at Check List prices: Alaska 450 A D E H, 900 B. Also Ohio 750 A and Ky 510 AM.

Ralph W. Winant - 500 West Summit Ave. - Wilmington 4, Dela.

Want to buy the following tokens: Kans 30 A B, 40 A, 450 B C D, 480 B C D, 490 A, 820 E F, 970 B C, 980 B. Missouri 140 A B C D, 370 B I, 420 A D, 830 A B C, 860 C D, 870 A, 910 B I J L M N O, 950 A B.

Harold Ford, Jr. - 1244 Louisiana St. - Lawrence, Kansas

Have few hundred tokens to trade for U.S. or foreign coins or stamps. List available.

John Metz - 1033 Seminary - St. Paul E4, Minn.

Wanted to buy - I will pay 6 cents and your postage for all Conn 305 G H and I tokens. Will buy any amount.

Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

A few Easton, Pa. 320 A black cells for sale at \$2.00 each. Two W.D.

Dray Line (Maverick 44) for trade on the \$2.50 basis that I need.

Quincy A. Laflin - 1145 Argyle St. - St. Paul 3, Minn.

New aluminum Morgan Bus Lines token of Prichard, Alabama 680 A, for sale at 10¢ each plus stamped envelope. This token is already obsolete. Also have a few left of the Ill 600 B tokens at \$1.00 each.

John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

#### APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such admission is received by the Secretary by February 1, 1954, the applicants shall be admitted to membership on February 10, 1954.

-162 Charles H. Schwab - 28 Agawam Road - Waban 68, Massachusetts  
Age 31. Real Estate. Size of collection, 175.

J-163 Barry Adelman - 88-11 63 Drive - Rego Park 74, New York  
Age 16. Student. Size of collection, 25.

164 John T. Van Dreesse - 251 Plover St. - Wisconsin Rapids, Wisc.  
Age 26. Railroad Brakeman. Size of collection, 100.

165 Mike Sichak - 4712 Quail Avenue North - Minneapolis 22, Minn.  
Age 37. Mail Carrier. Size of collection, 1,000.

#### REINSTATEMENT

88 Sam Le Jeune - 1706 South Second Street - Louisville 8, Ky.

#### CHANGE OF ADDRESS

152 Joseph J. Silverman - 346 Quail Street - Albany, New York.

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REMEMBER THE 1954 A.V.A. CONVENTION TO BE HELD AT EVANSVILLE, INDIANA  
on

AUGUST 7 and 8, 1954

- plan now to attend -

Supplement to Atwood's Check List

By Ralph Freiberg

MISSOURI

Kansas City 440 (reported by Harold Ford & Frank Greene)  
KANSAS CITY PUBLIC SERVICE CO. K.C. SCHNUR, TREAS.  
O B 23 Slot-sc Accommodation Token (Indian on horse  
/in heart on both sides) .10

ALASKA

Ketchikan 450 (reported by August J. Nilson)  
NORTHERN BUS CO. (CONSTELLATION)  
L B 19 Fc Good For One Bus Fare Ketchikan, Alaska .25

(The above token is Alaska 450 J, but pierced)

CORRECTION

Add to Indiana 860 L (reported in December) "silver-plated"

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RALPH FREIBERG'S COLUMN

Just when everything is running smoothly, something seems to go wrong. Mr. Coffee had to wait for a spare part for the mimeograph machine on the last issue, so I had to check what went into the December issue before starting this column. First of all, I received the new Kansas City token from Frank Greene, and Harold Ford reported it at the same time. Harold reports this token is used along with the weekly pass. From what I remember of Kansas City (when I attended the convention there a couple years back) you buy a weekly pass and then drop a dime in each time you ride. However, institutions that pay the carfare for their help could pass out the dimes and possibly they would never be used, so there is need for a token in these cases.

To save confusion on the Alaska token listed this month, Alaska 450 K was a new batch ordered and has a different design on the token, although the wording description makes it appear to be the same as 450 J. When the 450 K's were received, all remaining 450 J's were pierced by the company, so now all tokens in use are pierced. This was probably due to a change in fare.

Harold Ford also reports a possible correction on Ohio 860 G. His token (and mine) read C H Forsgard, Pres., and not Vice Pres, as in the Check List. However, since the 23mm school tokens have him as Vice Pres., it's possible some of the 16mm tokens also say Vice-Pres., as well as Pres. So before making this change official, I'd like everyone to check and see if his token says Vice-Pres or Pres on it. If no Vice-Pres. exist, then we'll make the change; if it does exist, then we have a new listing. Harold also reports a brass-plated token for Gary, Ind., like 330 E. As rates have gone up in South Bend, Gary, and Hammond, it's possible that tokens were plated. As for 330 F, this token could also be listed as from Hammond. The office is in Hammond and the company also has a route from Chicago to Gary.

I raised a question in the last issue on Ky 480 A as to the actual metal. After talking to others, I believe it is a sort of metal that could either be called Brass or White Metal, all depending on the

RALPH FREIBERG'S COLUMN (continued)

individual. The token is similar to Minn 230 B & C. I don't think there are two tokens on this, and whoever has the token, I believe, is in doubt about calling it B or C. Whoever has B needs C, and vice versa, but no one seems to have both. I'd like to hear from anyone having B or C--if he is absolutely sure which metal he has, or is in doubt. So in my opinion, either B or C should be dropped.

Also, some collectors have raised questions as to whether these tokens exist: Ill 795 F, Ky 510 Z, Mass 970 G. From time to time, certain questions arise as to the actual existence of some tokens, and the only way to find out if anyone has them is to ask through The Fare Box.

Mr. Coffee would like to go ahead and do some pages over in the Check List, but for the present there will not be too many revisions in prices, as not enough information can be obtained as to the actual number of collectors having certain tokens. As for myself, I would like to drop prices on tokens according to the scale mentioned in the last issue of The Fare Box, but some don't think too much of this idea. The first pages to be done over are those of New York State. One item that there was always a question on is NY 770 D. There is a brass token without a stripe on either side. Those that think the token with a stripe on it is 770 D, are in error, as the one with a stripe is a pattern. The last collection I bought gave me a 770 D, so let me now advise those with whom I discussed this token that the problem is now straightened out.

Another word to the wise is to examine all tokens with a magnet. I had a token which I took for SC 310 F, thinking it was brass, which I sent to someone. But he returned it saying it was steel, brass-plated. Then, on going through tokens in the last collection I bought, and comparing with tokens in my collection, I found a couple others which a magnet will pick up. However, before listing these I want to find out if they are samples or not. These are steel tokens similar to Ga 60 J and Hawaii 240 C. I believe that in many cases some steel tokens were sent to companies as samples to see if they would go for them, and for want of something to do with them, these steel samples were put in with the other, regular, tokens of the company. Also, I believe some of these samples have crept into the Check List, as it was unknown whether they were samples or a regular issue.

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MAVERICKS 19 AND 41 FROM SAN ANTONIO?

Hanging in the Editor's room are a number of small framed prints of old streetcars. These were put out by a firm that seems to specialize in publishing such prints of old autos, fire engines, carriages, etc. On one of the streetcars is the wording "San Antonio Rapid Transit Street Railroad." The wording recalls that I have seen other references to this firm. Consequently it seems logical to assume that those baffling initials on Mavericks 19 and 41 stand for this firm in San Antonio, Texas. What else could fit so nicely? I have contacted people in San Antonio, but so far no information has come back about the company. If any reader can supply information on this, perhaps we can clear up the problem of these two rare old Mavericks, and provide a couple more nice listings from that great old Texas city.

GERMANY

LUBECK 625

		LUBECKER STRASSENBAHN (CAR)	
A o B	17 Sd	Kinder-Marke	\$0.50
		LUBECKER STRASSENBAHN 10	
B o B	0c Sd.	Gultig Nur Fur Beamte (21mm)	.50
		LUBECKER PFERDE-EISENBAHN GESELLSCHAFT L	
C o B	0c Pc	(Like Obv. but no L)(Shield)	.50

MARBURG 650

		STRASSENBAHN DER STADT MARBURG (CAR)	
A	Z 19 Sd	Gultig Fur Eine Fahrt	.25
B	Z 19 Ct-sc	" " " "	.25
C	K 19 Sd	" " " "	.25
D	Z 19 Tr-sc	" " " " (Ct-sc plus Dd-sc)	.25
E	Z 19 Tr-sc	" " " " (2 Ct-sc plus Tr-sc)	.25

MECKLENBURG 660

		MECKLENBURGISCHE STRASSEN EISEN BAHN ACTIEN /GESELLSCHAFT (NUMERALS)	
A	B 22 Sd	Gultig Fur 10 Pfennig	.25

MEISSEN 675

		MEISSNER STRASSENBAHN	
A	B 0c Sd	MS (in monogram)(2 var: lge & sm letters)	.35
B	B 20c Sd	MS (in monogram)	.35
		MEISSEN (CREST) 50	
C	P 21 Sd	(crest)(white clay)	.35
		MEISSEN (CREST) 30	
D	P 18 Sd	(crest)(white clay)	.35

METZ 700

		C.S. 1 KR. B.Z. (WHEEL)	
A	K 22 Sd	(same as obverse)	.25
		11 KRS. B.Z. (WHEEL)	
B	K 22 Sd	(same as obverse)	.25

MOLLEM 725

		MOLLEM OP DE RUHREN 1918 (ARMS) (2 var.)	
A o Z	Ov Sd	15 Pfennig Strassenbahn Fahrgeld (Z & SPZ)	.25

MUNICH 750

		STADISCHE STRASSENBAHN MUNCHEN 1 MARK	
A o B	30 Sd	(Shield) 1921 Wert 1 Mark (Sc)	.50
		STADISCHE STRASSENBAHN MUNCHEN 80 PFENNIG	
B o Z	27 Sd	(Shield) 1921 Wert 80 Pfennig (Sc)	.50
		STADISCHE STRASSENBAHN MUNCHEN 20 PFENNIG	
C o Z	20 Sd	(Shield) 1921 Wert 20 Pfennig	.50

NEUWIED 775

NEUWIEDER KREISBAHNEN 10  
10

\$0.25

NURNBERG 800

A o A	25	Sd	LUDWIGS-EISENBAHN NURNBERG-FURTH A 100 1921 Die I. Locomotive Deutschlands (engine)	.75
B o A	27	Sd	LUDWIGS-EISENBAHN NURNBERG-FURTH A 150 1921 Kunstbrunnen (statue)	.75
C o A	30	Sd	LUDWIGS-EISENBAHN NURNBERG-FURTH A 200 1921 Deutschlands I. Eisenbahn 7.12 1835 (engine)	.75
D o A	0c	Sd	NURNBERG-FURTH STRASSENBAHN 20 PFENNIG Stadt.Sparkasse (scene)	.20
E o A	0c	Sd	Elisabethen U.Jakobskirche (scene)	.20
F o A	0c	Sd	Tiergartnertor (scene)	.20
G o A	0c	Sd	I. Deutsche Eisenbahn Nurnberg Furth 1835 /(scene)	.20
H o A	0c	Sd	Burg (scene)	.20
I o A	0c	Sd	Berolzheimerianum Furth (scene)	.20
J o A	0c	Sd	Rathaus (scene)	.20
K o A	0c	Sd	Bratwurstglocke (scene)	.20
L o A	0c	Sd	Germanisches Museum (scene)	.20
M o A	0c	Sd	Epplein Sprung (scene)	.20
N o A	0c	Sd	Karlsbrücke (scene)	.20
O o A	0c	Sd	Schöner Brunnen (scene)	.20
P o A	0c	Sd	Fünfeckiger Turm (scene)	.20
Q o A	0c	Sd	Rathaus im Furth (scene)	.20
R o A	0c	Sd	Hl. Geist Spital (scene)	.20
S o A	0c	Sd	Neutorzwinger (scene)	.20
T o A	0c	Sd	Tiefer Brunnen (scene)	.20
U o A	0c	Sd	Vestner Tor (scene)	.20
V o A	0c	Sd	Neues Rathaus (scene)	.20
W o A	0c	Sd	Weisser Turm (scene)	.20
X o A	0c	Sd	Spittler Tor (scene)	.20
Y o A	0c	Sd	Auf Der Burg (scene)	.20
Z o A	0c	Sd	Toppler-Haus (scene)	.20
AA o A	0c	Sd	Peller-Haus (scene)	.20
AB o A	0c	Sd	Luginsland (scene)	.20
AC o A	0c	Sd	Weinstadel (scene)	.20
AD o A	0c	Sd	Dürrer-Haus (scene)	.20
AE o A	0c	Sd	Frauentor (scene)	.20
AF o A	0c	Sd	Herkerstor (scene)	.20
AG o A	0c	Sd	Nassauer Haus (scene)	.20
AH o A	0c	Sd	Neptun Brunnen (scene)	.20
AI o A	0c	Sd	Martin Knecht (scene)	.20
AJ o A	0c	Sd	Ganse-Männchen (statue)	.20
AK o A	0c	Sd	Peter Heinlein (statue)	.20
AL o A	0c	Sd	Nurnberger Madonna (statue)	.20
AM o A	0c	Sd	Kunst-Brunnen Furth (statue)	.20
AN o A	0c	Sd	Albrecht Durer (statue)	.20
AO o A	0c	Sd	Hans Sachs (statue)	.20
AP o A	0c	Sd	Tugend Brunnen (statue)	.20
AQ o A	0c	Sd	Wasser Spieler (statue)	.20
AR o A	0c	Sd	Adam Kraft (head)	.20
AS o A	0c	Sd	Peter Visser (head)	.20
AT o A	0c	Sd	Wenzel Jamnitzer (head)	.20
AU o A	0c	Sd	Hieronimus Holzschuer (head)	.20
AV o A	0c	Sd	Tiergarten-Eisenbahn (animals in zoo)	.20

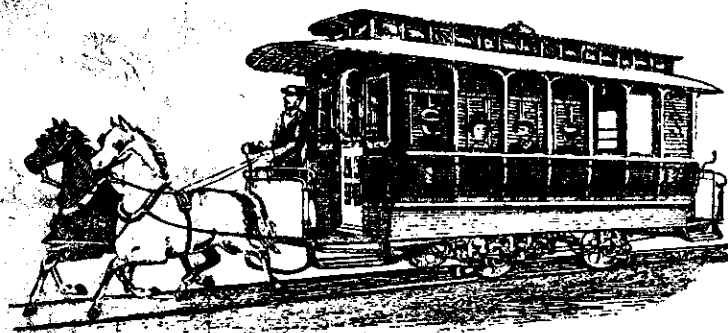


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VOLUME 8

FEBRUARY, 1954

NUMBER 2

Ralph Winant (500 West Summit Ave., Elmhurst - Wilmington 4, Dela.) informs us that he has decided to break up his large collection. He asks interested collectors to send him want-lists. Fortunately, Ralph will keep in touch with the hobby.

Inside this issue collectors will find the list for a 125-lot auction being run privately by Mr. Kenneth Smith. While it is privately run, with no official connection with the A.V.A., it is still open to all collectors who wish to submit material or bid, and is operated on a non-profit basis. Because of the wide interest, I felt these auctions worthy of being listed in THE FARE BOX. Auctions are of paramount importance to our hobby, providing tokens of better quality for all collectors, as well as indications of value. If the A.V.A. is not running an auction at the moment, Mr. Smith's will certainly be welcome to fill in the gap. In addition to his auctions, the Seattle Transportation Token Club runs two auctions yearly which are open to STTC members. I would suggest that all bids for the Smith auction be mailed in before March 1 at the latest.

Newport Bus Lines (R.I.) informs us they have been using tokens since March, 1953. The large one sold 6 for 45¢, the small one at 3 for 25¢. Now, however, the large one is used as a school token, the small one an adult fare.

Along with this issue collectors will find their copy of the A.V.A. Constitution. Collectors are advised to make themselves familiar with it and keep it handy. Extra copies are available.

I have received much favorable comment regarding my suggestions for a new revised Foreign Check List, as printed in the December issue. I would be interested in hearing from any collectors interested in doing pioneer work on this project. It will be a large undertaking, but if we go about it slowly and carefully, we should produce a Foreign Check List worth having.

APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such admission is received by the Secretary by March 1, 1954, the applicants shall be admitted to membership on March 10, 1954.

- 166 Richard K. Atkins - c/o W.H. Snow, Pecksland Road - Greenwich, Age 45, Butler. Size of collection, 500. /Connecticut  
167 Mrs. Mary Helen Moto - 20518 So. Oak Ave. - Torrance, Calif. Age 36, Aircraft worker. Size of collection, 500.  
168 John S. Kachmar - 324 Lincoln Ave. - Millvale - Pittsburgh 9, Pa Age 50, Cleaner. Size of collection, 500.

CHANGE OF ADDRESS:

- 146 J. B. Wilson - 924 Wabauk Road - Lancaster, Pennsylvania

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COUNTERFEIT TOKEN RING SMASHED IN NEW YORK  
From Passenger Transport

Police this week broke up a counterfeiting ring that had planned to manufacture and circulate 25 million slugs. If they were all used it would have cost the N.Y. City Transit Authority \$3,750,000 in lost revenue. Three men were arrested as ringleaders, the dies used to stamp the imitations were seized and 10,072 slugs were recovered. According to police, 200,000 fake tokens had been put into circulation by the counterfeiters in the past month. The Transit Authority said the slugs were such good counterfeits it would take weeks to search for them among legal tokens. Its "slug crusher" mechanism on turnstiles thus far has failed to reject any of the counterfeits. Detectives first heard of the ring's operations last week when they learned that tokens were being offered in the midtown area for less than the regular 15¢ price. Nine suspects were picked up after further investigation, and the case broke when 72 phony tokens were found in the hotel room of one of the men.

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TREASURER'S REPORT FOR 1953 (CONDENSED)

Balance, January 1, 1953: \$216.54. Income: 114 membership dues for 1953 (111 1 year @ \$2; 3 ½ year @ \$1) \$225. 7 application fees @ \$1 \$7. From Pittsburgh auction \$1.16. Bank interest \$6.36. Disbursements: A.N.A. dues for 1953 & 54, \$10. printing membership cards (500) \$5. Convention Room at Pittsburgh \$40. Total to Editor of The Fare Box for all purposes \$162.25. Total disbursements \$217.25. Bank balance, December 31, 1953: \$238.81.

Respectfully submitted,

THOMAS F. WILLIAMSON  
Treasurer, A.V.A. (1948-53)

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Chris Cook reports that tokens are not in use in North Wilkesboro, N.C., and the company doesn't know where any are.

## PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

The Pittsburgh District Token Collectors Group started the 1954 season with a good meeting on Sunday, January 17, at the regular meeting room, 1208 House Building. In addition to regular members Bill and Corinne Black, Mackie, Piper, Eisenberg, and Bartley, a visitor, John Kachmar, ANA, of Millvale, Pa., attended. Mr. Kachmar although not an extensive token collector was able to show us two exceedingly good tokens: Pa 875 A and a new variety of the "Through... East (or West)" tokens of Wheeling, W. Va., his being "Through 15 West." This token has been reported to the New Issues Editor and may be listed elsewhere in this month's Fare Box. I mention these tokens in connection with Mr. Kachmar as news and also to illustrate my contention that the size of one's collection should never discourage any collector. Even though your collection does not number in the thousands as do some of our other members', you may always have one or two that they do not have. Just keep on acquiring; most of us started with just a few.

Our meeting was characterized by the usual buying, selling, and trading that make meetings successful. The members also swapped bits of information and so all were brought up to date on current and past happenings. Mr. Kachmar was quite impressed by both AVA and PDTG and contemplates joining both. We will welcome him.

The membership discussed and quickly approved a suggestion to change our ~~schedule~~ of meetings from one every three months to one every other month. We feel that we can accomplish more by meeting oftener and in 1954 we will try this new arrangement. The third Sunday afternoon of the month still suits most of us and will be continued, so our next regular meeting will be Sun., March 21, 2 p.m., Room 1208 House Bldg., Smithfield St. and Fort Pitt Blvd. (formerly Water St.). Mark this in your book and if you can make it to Pittsburgh, drop in, we will be glad to see you. I might add that from the window of our meeting room one can see more kinds of transportation than usually seen at one location. In addition to autos and buses, there are streetcars, trains, river boats, and inclines. A very interesting display of transportation items; Are we right, Chris Cook? So our tentative schedule for 1954 reads: March, May, July, September and November. All meetings will be held at the above address with the possible exception of the July meeting which we may hold at "Hagy-Acres" Farm, Magee Road, Sewickley Heights (15 miles from the House Bldg). But more information on this will be given in a later issue of The Fare Box. Our closing time came around too quickly as usual, so we adjourned till March 21. May we see all our PDTG members and some more visitors at that time.

As a postscript, my thanks to all who wished me a happy holiday via cards or letters. At the risk of being redundant may I mention that my holidays were characterized by the usual touch of illness which plagues me at that particular time it seems (bronchitis and a swollen gland in my neck). Also, an item mentioned at last PDTG meeting causes me to make this observation & suggestion: Seems many send or receive letters from others and the reply could be made the matter gets dropped & forgotten. E.G., A writes B for tokens, B gets them, advises A, then things halt for A never answers. So I suggest the recipient of such letter inform sender of such receipt of info, plus his intent if any. Very little is involved, a 2¢ card will do, but the effect will be pleasingly welcome, I assure you.

Wanted to buy, the following tokens: Ala 560 H J M P; Ark 435 H I; Fla 300 B D; Ga 750 E; Ida 380 A; Ill 600 B, 620 A, 760 C; Ind 330 A, 450 B D, 510 C D E, 980 A B C; Iowa 740 C; Kans 30 B, 980 B; Ky 10 C, 85 A B D, 480 C, 510 M AA BB BC BD BF BN BO, 680 B C; La 810 B. M. B. McRobie - 1073 Pitkin Ave. - Akron 10, Ohio

For sale - Md 60 J and K at \$1.50 each or \$2 for the pair. Please enclose stamped, self-addressed envelope.

Kenneth E. Purdy - 1146 N.W. 85th St. - Miami 38, Florida

Will pay 35¢ each for Nurnburg, Germany tokens no. 800 W and AH, Weisser Turm and Neptun Brunnen, on reverse. Needed to complete set. R. F. Sanders - 4905 No. Mississippi Court - Minneapolis, Minn.

I have 700 duplicates of the 10 and 15 cent varieties which I wish to dispose of at 7¢ each plus postage. If interested send your want list.

B. T. Barraclough - 3635 Nicollet Ave. - Minneapolis 8, Minn.

For sale at Check List prices: NY 105 H; Pa 70 B C, 400 C D, 455 A C, 765 W. Have 5 only of the following: Fla 530 C, 710 C; Miss 460 G; NY 310 A, 630 AS, 905 H; Pa AO AP AQ AR, 765 X, 775 B; RI 700 E; Ohio 750 A; Ore 100 A; Va 20 K, 530 A B; Hawaii 240 D. Also 12 scarce Mich 30 A tokens. Please send stamped envelope.

Michael Super - 105 S. Pine St. - Hazleton, Pa.

I need a 16mm token with the letter "K" cut in, or cut out, as the case may be, for a display I am planning.

Roy H. Carpenter - 235 W. Quincy St. - Westmont, Ill.

For sale - one each of the following: Mass 115 K, 35¢; Mich 845 O, 15¢; Minn 210 B, 20¢; N.M. 40 B, 50¢; N.Y. 685 D, 15¢; Pa 955 A, 15¢; Tenn 215 A, 15¢; Wyo 120 F, 15¢. Stamped envelope please.

Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

#### ADVERTISING RATES IN THE FARE BOX

6 lines for \$1.00.  $\frac{1}{2}$  page, \$2.25.  $\frac{1}{4}$  page, \$4.25. Full page, \$7.75.

A.V.A. members are entitled to 5 lines of advertising free in each issue, and 30% discount on larger amounts of advertising.

#### BACK ISSUES OF THE FARE BOX FOR SALE AT 15¢ EACH:

January 1949	March 1951	June 1952	April 1953
February 1949	June 1951	July 1952	May 1953
July 1950	July 1951	September 1952	June 1953
August 1950	August 1951	October 1952	July 1953
October 1950	September 1951	November 1952	August 1953
November 1950	December 1951	December 1952	September 1953
January 1951	April 1952	January 1953	October 1953
February 1951	May 1952	February 1953	November 1953
			December 1953

The above are the only back issues available from the Editor. There is much that is of current interest in the back issues, and active collectors would find a file of back numbers invaluable. As far as I'm concerned, they will never be reprinted in the present form, and the original copies are already collectors' items themselves. There are a number of miscellaneous pages from other issues available. Any new collector desiring a batch of these can have them at no cost for postage. If there is no call for these extra pages, they will be thrown away shortly (except for Foreign List pages, of course).

## AN OPEN LETTER TO THE MEMBERS OF THE A.V.A.

By Kenneth Smith

Years ago dealers and persons outside the AVA conducted transportation token auctions that were in some instances irregular. So the AVA undertook to hold its own auctions so that there would be fair play by all parties concerned. The original auction rules were such that the consignors of the materials for auctions would not put up material for auction. I worked hard trying to get together a set of rules so good material could be brought to auction and at the same time the purchasers through the auction would be given a fair deal. The proposed rules were not completely agreeable to the consignors as they would have preferred the old rule that the highest bid takes the token; but the purchaser gets the benefit, thereby getting the token at only 5% over the second highest bid. To compromise, the consignors get the right to put a reserve on their tokens, but here again the purchaser gets the benefit, as the reserve cannot exceed the catalog value. As the rule was made that tokens must catalog 25%, a compensating rule had to be made that tokens cataloging under 25% were to be handled through rule number six. These proposed rules that appeared in the January issue were sent to Mr. Laflin and he understood that they were a compromise and that they should be given a six-month trial period but when sent to the Executive Board members it seems that everybody found something wrong. A set of rules agreeable to one committee member may not be agreeable to the other members or to the consignors. Without the consignors there is no auction, no material. Like the UN compromises must be made and if the past is any judgment of the future a board of 5 different members and the consignors may take a long time reaching complete agreement; probably by that time a new board is in and we start over again. I am asking Mr. Coffee and the Board publishing THE FARE BOX if they will publish the auctions I am willing to run privately under the January proposed rules, with the following changes: that they are not AVA sponsored and that the consignors shall receive the proceeds without any commission charges. I have sent Mr. Coffee the first list of 125 different auction lots. These private auctions are only to be run until such time as agreement can be made on a set of AVA auction rules. Some people ask what there is in this for me, and the answer is that I have always what I can to promote token collecting. One of the consignors is willing also to take in privately 16mm tokens of average thickness, no S.F. thick tokens or like, that catalog 10% and up to 5 of a kind and send in exchange either (1) U.S. tokens cataloging 15% and above, to match catalog value of 16mm tokens sent or (2) British, Swedish, or European tokens cataloging 20% and above, to match catalogue value of 16mm tokens sent. All parties sending 16mm are to be sent in care of myself and must enclose 16% for postage and insurance of the tokens to be sent to the 16mm sender. This is an excellent opportunity for those interested to get rid of some common 16mm dime duplicates. With the exception of 20 of my best duplicates held for trades only, the rest of my 800 different types of duplicates are for sale at catalogue prices to fill want-lists mostly in the 10%, 15%, and 25%, category.

Kenneth Smith - 1212 West 92nd Street - Los Angeles 44, Cal.

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Remember your 1954 dues! This is the last issue you will receive unless your dues have been received by March 1. Don't be left out.

This auction is operated privately. Send your bids on any lot to  
 Kenneth Smith ~ 1212 West 92nd St. ~ Los Angeles 44, Cal.

--Atwood--			--Atwood--			--Atwood--		
lot no.	No.	value	lot no.	No.	value	lot no.	No.	value
1	Ala 220 C.....	.25	44	Miss 620 A....	.50	87	SD 10 A.....	.25
2	Ala 220 I.....	.25	45	Mo 910 J.....	.25	88	Tenn 75 A....	.25
3	Ala 570 B.....	.25	46	Mo 910 K.....	.25	89	Tenn 430 A..	2.00
4	Ark 720 A.....	.25	47	Neb 440 E.....	1.00	90	Tenn 430 B..	2.00
5	Cal 275 A.....	.50	48	Neb 540 N....	.35	91	Tex 255 F...	.50
6	Cal 450 I.....	.35	49	Neb 540 P....	.25	92	Tex 565 A....	.50
7	Cal 650 A.....	.25	50	NJ 30 A.....	.50	93	Tex 690 A....	.50
8	Cal 745 B.....	.35	51	NJ 885 A.....	.25	94	Wash 720 A..	.75
9	Cal 745 C.....	.35	52	NM 430 A.....	.75	95	Wash 880 A	
10	Cal 745 D.....	.25	53	NY 25 A.....	.35		/thick.....	.75
11	Cal 745 E.....	.25	54	NY 25 B.....	.25	96	/thin.....	.75
12	Cal 745 F.....	.25	55	NY 305 A.....	.25	97	DC 500 M....	.50
13	Cal 815 B.....	.50	56	NY 505 A.....	.25	98	DC 500 R....	.25
14	Cal 835 D.....	.25	57	NY 629 H.....	.25	99	Alas 450 H..	.25
15	Cal 835 E.....	.25	58	NY 630 AB....	.25	100	Haw 420 A....	.50
16	Cal 950 B.....	.35	59	NY 631 B.....	.25	101	to 123 SWEDEN:	
17	Del 900 A.....	.75	60	NY 631 C.....	.25	101	300 KY.....	.25
18	Fla 380 O.....	.35	61	NY 631 D.....	.25	102	350 B.....	.35
19	Ga 50 A.....	.25	62	NY 631 E.....	.25	103	350 F.....	.25
20	Ga 240 A.....	.25	63	NY 735 A.....	.25	104	350 AA.....	1.00
21	Ill 285 B.....	.50	64	NC 290 B.....	.25	105	700 OG.....	2.00
22	Iowa 380 A....	.25	65	NC 290 C.....	.25	106	800 J thick	2.00
23	Kans 450 B....	.35	66	NC 660 A.....	1.00	107	800 J thin	2.00
24	Kans 600 A....	.35	67	NC 670 A.....	.50	108	800 N.....	1.50
25	Md 60 P.....	2.00	68	NC 980 E.....	.25	109	800 AA.....	1.50
26	Md 60 Y.....	2.00	69	ND 320 A.....	.35	110	800 AB.....	1.50
27	Md 60 Z.....	2.00	70	ND 320 C.....	.35	111	800 AC.....	2.00
28	Md 60 AM.....	2.00	71	Ohio 10 E.....	1.00	112	800 AI.....	1.50
29	Mich 225 D....	.25	72	Ohio 10 I....	.50	113	800 AN.....	2.00
30	Mich 470 A....	1.50	73	Ohio 10 J....	.50	114	800 EM.....	2.00
31	Mich 885 A....	.50	74	Ohio 10 L....	.50	115	800 ER.....	1.50
32	Mich 935 L....	.35	75	Ohio 440 A....	.35	116	800 HJ.....	.25
33	Mich 935 N....	.35	76	Ohio 440 C....	.25	117	800 HN.....	.25
34	Mich 935 P....	.35	77	Ohio 440 E....	.50	118	800 HU.....	.25
35	Minn 245 A....	.25	78	Ohio 535 D....	.35	119	800 HV.....	.50
36	Minn 540 H....	1.00	79	Ohio 750 A....	.35	120	800 HW.....	.30
37	Minn 540 I....	1.00	80	Pa 150 A.....	.75	121	800 HY.....	.50
38	Minn 540 J....	.35	81	Pa 150 B.....	1.50	122	800 KO.....	.30
39	Minn 620 B....	1.00	82	Pa 490 A.....	.35	123	800 KS.....	.40
40	Minn 620 C....	1.00	83	Pa 515 A.....	1.50	124	Mexico 150 C	.25
41	Minn 760 G....	.50	84	Pa 750 W.....	.35	125	China 500 G.	.35
42	Minn 820 B....	.50	85	SC 110 A.....	1.00			
43	Minn 820 C....	.50	86	SD 760 A.....	2.50			

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Fares in Washington, D.C., have been raised to 20¢, 5 tokens for 80¢  
 ....Syracuse, NY, fares are up to 15¢ or 4 tokens for 50¢ instead of  
 12¢, 5 for 55¢; school fares now 4 for 30¢....no more bus service in  
 Mason City, Ia., on Sundays....Trenton, N.J., fares are now 15¢ with  
 no more tokens....Wilmington, Dela., fares went up from 12¢ to 15¢,  
 and 6 for 70¢ tickets were replaced with 5 for 70¢ tokens....Cleve-  
 land sold its last remaining 26 streetcars to a scrap dealer for \$195  
 each. Their final run was made January 24 there.

IN RETROSPECT  
By Max M. Schwartz

Upon assuming my duties as Secretary of the American Vecturist Association, I made a study of the membership rolls and arrived at the following information, which I believe should be of interest to all.

	<u>1948-9</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>
Membership at begin. of year	0	81	92	105	116
<u>GAINS</u>					
Applications received.	81 (#1-81 inc)	28 (82-109 inc)	20 (110-130)	17 (131-47)	10 (148-58)
Applications accepted.	81	28	20	17	10
Reinstated.	$\frac{0}{81}$	$\frac{0}{109}$	$\frac{1}{113}$	$\frac{2}{124}$	$\frac{1}{127}$
<u>LOSSES:</u>					
By death	0	2	0	1	1
For non-payment	0	15	8	6	9
By Expulsion	$\frac{0}{0}$	$\frac{0}{17}$	$\frac{0}{8}$	$\frac{1}{8}$	$\frac{0}{10}$
Membership at end of year -	81	92	105	116	117

Out of the 33 charter members, 25 are still active and in good standing. Out of the 81 members of the association who joined before December, 1949, 60 are still actively collecting members.

A total of 34 members have been dropped for non-payment of dues. Of these 23 have dropped out after one year of membership; 7 after two years and 4 after three years. While it is my intention to make this report in a purely objective manner and let you draw your own conclusions from the facts given, I feel it is necessary to call your attention to the obvious explanation of the large number that have dropped out after the first year. Those who have had any familiarity with membership organizations will bear me out that many people join primarily to satisfy their curiosity and undoubtedly this was the case here. Of course, a number have dropped out after having disposed of their collections and for them the existence of the organization and the consequent contact with possible purchasers, was a distinct advantage.

I have also made a computation of the ages of the present membership and I find the following: there are two members (juniors) between the age of 16 and 20; 14 of them are between the age of 21 to 30; 22 are between 31 and 40 years of age; 32 are between 41 and 50 years of age; 28 are between 51 and 60 years of age; 12 are between 61 and 70 years of age; one is 72; four are 75 and our oldest member, Charles Lamb, is a young 80. This makes the majority of the members between the ages of 40 and 60 and the average age of all members is 46 years and four months.

The organization is now five years old. It has accomplished a great deal in its short existence to heighten the pleasure each of

IN RETROSPECT (continued)

us can obtain from our common hobby. But the field is still wide open for it to make even greater contributions towards that end. Every member has the potential ability of either making new discoveries of old issues or facilitating for all of us the means of acquiring new issues or additions to our collections. It should therefore become the duty of each of us, if for no other than purely selfish reasons (and vecturists are definitely not selfish) to bring our collector friends into the association and to preach to our non-collector friends the substantial benefits that accrue to collectors of transportation tokens. If we all lend our aid toward this goal, there is no good reason why we can't have 200 members in our fold before the end of the year 1954. This is not too ambitious a program. All it requires for its fulfilment is that each of you obtain at least one new member during the year. The consensus of opinion amongst a group of us is that there are at least 1,000 active collectors of vectures, but most of them have never heard of the association. Spread the news. Your Secretary has plenty of application blanks and is ready to send them to you at the drop of a post card.

Incidentally, if you haven't yet sent your 1954 dues to me, please do so at once. There is no time like the present.

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NOTICE TO A.V.A. MEMBERS

Due to the fact that Proposition 2, as submitted to the Board and published in the January issue of THE FARE BOX, has drawn objections from two of the Board members, I shall pass my vote and table the entire proposal including the proposed auction rules for the present time. I have also removed the committee on auctions that I appointed.

I would be pleased to hear from any group of three that would undertake an A.V.A. auction in the coming 6 months under the present A.V.A. auction rules. I would appreciate hearing from all of those interested pro or con concerning auctions and how they should be held. Drop a few lines, boys, and let's hear the sentiments and have them studied in the near future. As most of you know, I have favored auctions and feel that more and better auctions can and should be held in the A.V.A. I have purchased a home and my new address after March 1 will be 1476 Iglehart, St. Paul, Minnesota.

Respectfully yours,

QUINCY A. LAFLIN  
President, A.V.A.

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NEW OFFICERS FOR SEATTLE TRANSPORTATION TOKEN CLUB

I regret having failed to mention earlier that the S.T.T.C. elected new officers last Fall, as follows: Mary Lake, President. G. L. Carlson, Vice President. Paul Fouts, Secretary-Treasurer. The Seattle Club now is sending out a small one-page mimeographed sheet with news of the lighter side of the hobby. So you STTC members who haven't sent in 1954 dues, get to work on it now!



Supplement to Atwood's Check List

By Ralph Freiberg

ILLINOIS

Mt. Carmel 600 (reported by Charles Houser)  
SOUTHERN ILLINOIS TRANSIT LINES INC. (BUS)  
C o Bz 23 Bar Good For One Fare (bus)(silver-plated) \$0.25

NEW YORK

Rockville Centre 785 (reported by Charles Houser)  
ROCKVILLE CENTRE BUS CORP. (BUS)  
B B 20 Bar Good For Local Fare Rockville Centre (bus) .15

OHIO

Mansfield 505 (reported by Arthur D. Jordan, Jr.)  
MANSFIELD RAPID TRANSIT, INC. (BUS)  
H Bz 23 Ball Good For One Fare (bus)(2 slots) .15

PENNSYLVANIA

West Leisenring 975 (reported by Bill & Corinne Black)  
BUTE TAXI CO. WEST LEISENRING PA.  
D o A 20 Sd Good For 15 In Trade 3.00

The following tokens were eliminated from our Check List during 1953. No other tokens except the following have been deleted. There are a few others that are questionable, but action is still pending on them, since there is the possibility that they may exist.

- ~~1.~~ Ill 665 B (mistake in metal; new listing as Ill 600 C)
- ~~2.~~ Mich 525 K (mistakenly thought to be bronze when really brass)
- ~~3.~~ N.Y. 630 AL (can find no evidence of such a token)
- ~~4.~~ Ohio 30 B (mistake in color when reported)
- ~~5.~~ Ohio 115 B (false listing)

Mont 660 D - there is no evidence of this token existing, but a few report having seen it. If so, however, who has it? Action on this listing will be delayed for a while.

- ~~6.~~ N.C. 770 B (incorporated with 770 A as Shades)
- ~~7.~~ Pa 575 F (incorporated with 575 E as Shades)
- ~~8.~~ Tex 270 C (incorporated with 270 B as Shades)
- ~~9.~~ Wisc 870 D (incorporated with 870 C as Shades)

CORRECTIONS TO ATWOOD'S CHECK LIST

- ~~1.~~ Cal 950 D - 2 var: thick & thin
- ~~2.~~ Col 340 A - put comma after Railway
- ~~3.~~ Ga 130 A - put comma after Coaches
- ~~4.~~ Ga 780 E - make it B 16 S
- ~~5.~~ Ga 920 B - put comma after Coaches
- ~~6.~~ Ill 220 D - 2 var: lge & sm let.
- ~~7.~~ Ky 480 R - 2 var: orn. & no orn.
- ~~8.~~ Md 60 AG - put comma after Baltimore
- ~~9.~~ Mont 140 B - put comma after Nash
- ~~10.~~ Pa 305 A - put dots after D & D
- ~~11.~~ Pa 425 B - reads BANKSVILLE-PITTSBURGH
- ~~12.~~ Pa 930 A - no comma after UNIONTOWN
- ~~13.~~ Pa 995 B C D - no comma after COMPANY
- ~~14.~~ Tenn 415 D - put comma after KINGSPORT
- ~~15.~~ Tenn 600 E - put hyphen After 7 (7-Gent)
- ~~16.~~ Wash 300 G H - no comma after LINES

RALPH FREIBERG'S COLUMN

As mentioned previously there will be many varieties of the New York tokens which appeared during the past year. So far we have listed them under two numbers. Kenneth Snyder mentions that there is a solid token without the Y in the middle. From the looks of the token, it appears they intended to punch out the Y-sc but didn't do it. So at this time it is unknown if this is just another unpunched error, or if enough of them will appear to assign it a number--so this item will be held in abeyance for a while. Now, however, from an article in PASSENGER TRANSPORT comes information that a counterfeit ring has been broken up in New York City who were making fake tokens. It seems that all of us collect all kinds of freaks and what-nots in the line of tokens, but I don't know if anyone has had any counterfeits yet. There were enough of these placed in circulation that sooner or later someone will probably find one of them and send it in as a new listing. I haven't seen this token yet, but if anyone does get one, please report the description to Mr. Coffee so he can describe it.

From description in the last issue of THE FARE BOX on Minn 230 B and C, it seems that a couple collectors now agree that the 230 B listing be dropped and that the 230 C listing be retained, as it could be called more of a brass token than white metal. However, anyone who insists that 230 B exists, let me know and I'll send my token for examination and comparison. So far no one has a Ky 510 Z, and I'm still waiting to hear from someone who has a Montana 660 D. There are four tokens in the Check List from Baltimore, Md., which nobody may have. In making the Check List these listings were taken from old coin catalogs. From the description they appear to be tokens and will remain in our list, but actual proof of their existence is something else. These are Md 60 B C F H.

You will note a token listed under Mt. Carmel this month. As mentioned before, these tokens of this company were used in several cities, but for some special occasion some were plated in Mt. Carmel; although the bronze one of Pana was used in several cities, the plated one was used in Mt. Carmel only.

Mort Dawson has come up with a token inscribed KEEL & BENNETT INSURANCE AGENCY on reverse. So before listing as a maverick, I wonder if the insurance firm can be recognized by anyone. The obverse reads Good For One Fare City Bus Lines; it is WM 23 Bar with bus on both sides. This is the type of bus used prior to 1953. By the way, after a couple months another new token has shown up with our new type bus, and that is the Mansfield token. In time to come, we'll be able to tell that any token with this new type bus didn't exist before 1953.

Please do not delete any token except those mentioned elsewhere in this issue. Each year we will run a separate list of all tokens deleted during the past year. No doubt there are some tokens that some feel don't exist, and if there are any, please let me know and it will be questioned through THE FARE BOX. To those who have questioned Calif 450 I, a souvenir token, let me say that these tokens were passed out to people and were good for ride on streetcars. They would not fit in fare boxes but were exchanged for a token that would register, so contrary to whatever anyone has said about them, they were definitely good for a ride. Without them, a fare was necessary.

(FB page 19, February 1954)

(FCL page 101)

Check List of Foreign Transportation Tokens

By Roland C. Atwood

G E R M A N Y

OSNABRUCK 825

				STRASSENBAHN DER STADT OSNABRUCK	
A o B	Ov	Sd		Dienst-Marke	\$0.25
B o Z	Ov	Sd		" "	.25
C o A	Ov	Sd		" "	.25
				EIGENTUM.D.STRASSENBAHN OSNABRUCK UMSTEIGE MARKE	
D o Z	Hx	Sd		Gultig Nur Bei Directem Umsteigen (21mm)	.25
E o S	Oc	Sd		" " " " "	.25
F o B	Oc	Sd		" " " " "	.25
G o Z	Tr	Sd		" " " " "	.25
H o F	Sq	Sd		" " " " "	.25
I o Z	Sq	Sd		" " " " "	.25
				UMSTEIGE-MARKE D.ST.B.O.	
J o Z	Sq	Sd		Gultig Nur Bei Directem Umsteigen	.25
K o Z	24	Sd		" " " " "	.25
				O.ST.B.	
L o Z	Tr	Sd		(Design)	.25
				EIGENTUM DER STRASSENBAHN OSNABRUCK	
M o B	Ov	Sd		Fahr-Marke	.25

REGENSBURG 850

				REGENSBURGER STRASSENBAHN 25 PFENNIG	
A o A	Oc	Sd		Kepler-Denkmal	.25
B o A	Oc	Sd		Haidplatz	.25
				REGENSBURGER STRASSENBAHN 50 PFENNIG	
C o A	24	Sd		Des Teufels Grossmutter Im Don	.25
D o A	24	Sd		Romerturm	.25
E o A	24	Sd		Emmeramstor	.25
F o A	24	Sd		Osten Tor	.25
G o A	24	Sd		Der Teufel Im Don	.25
				REGENSBURGER STRASSENBAHN 1 MARK	
H o A	26	Sd		Dom	.25
I o A	26	Sd		Goldener Turm	.25
J o A	26	Sd		Rathaus	.25
K o A	26	Sd		Brucktor	.25
L o A	26	Sd		Bruck-Mandl	.25

SAAR-DISTRICT 875

				STRASSENBAHN IM SAARTAL (CAR)	
A o B	Oc	Sd		Strassenbahn Im Saartal 5	.25
B o B	20	Sd		Strassenbahn Im Saartal Gut Fur 5 Pfennig	.25

SOLINGEN 880

				STADT. STRASSENBAHN SOLINGEN (include letters)	
A	B	20	Ch	Gut Fur Eine Fahrt	.20

STEINWAERDER 885

				STEINWAERDER-FAEHRE (FERRY)	
A	B	22	Fc	Gehr.Juders	.25

STETTIN 890

			STADISCHE STRASSENBAHN S	
A	Z	Ov Sd	Arbeiter Marke	\$0.20
B	A	Ov Sd	" "	.20
C	A	23 Sd	(Same as obverse)	.20
			ARBEITER MARKE	
D	A	Ov Sd	(blank)	.20

STUTTGART 900

			HASSENBURG-ROTHEBUHLST.BAHNHOF PRAG.1 FAHRT	
			/IOPE ABONNEMENT	
A o B	22 Sd		Gustav Kurtz Stuggart (horsecar)	1.00
			STUTTGARTER PFERDE EISENBAHN GESELLSCHAFT 10 (HORSE)	
B o Z	23 Sd		Stuttgarter Pferde Eisenbahn Gesellschaft 1	
			/Fahrt Fahr Marke 10 Pf.	1.00

THORN 905

			THORNER STRASSENBAHN (CAR)	
A	A	Oc Sd	Gultig Nur Am Wertagen (21mm)	.25

WESTFALEN 910

			WESTFA LISCHE STRASSENBAHN G.M.B.H. (NUMERALS)	
A o WM	Ov Sd		(blank)	.50

WORMS 920

			STADISCHE STRASSENBAHN WORMS (CAR)	
A o B	Oc Sd		(same as obverse)(crest)	.50

ZWICKAU 925

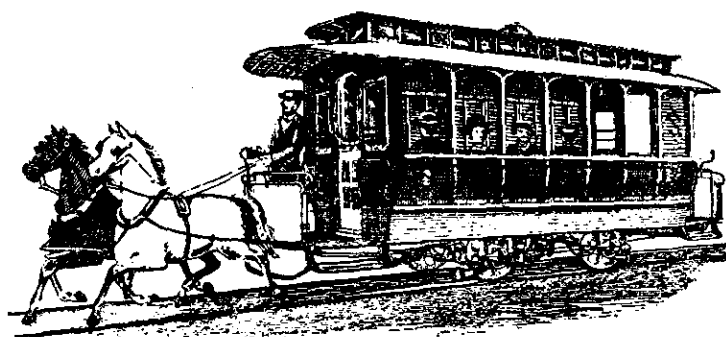
			UMSTEIGE KONTROLLMARKE EIGENTUM DER STADT	
			/STRASSENBAHN ZWICKAU	
A	S	22 Sd	Nur Gultig Mit Gleichzeitig Gelostem Fahr	
			/Schein Ohne Fahrt Unter Brechung	.50
B	K	25 Sd	Nur Gultig Mit Gleichzeitig Geldstem	.50
			ZAHLMARKE DER STADT STRASSENBAHN ZWICKAU IS A	
C	Z	22 Sd	10	.50
			ZWICKAUER ELEKTRIZITATSWORK & STRASSENBAHN	
			/AKTIN-GES (CAR)	
D	K	23 Sd	Umsteige Controllmarke Eigen Tum Der Gesell-	
			/schaft 5 Pfennig	.50

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
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NUMBER 3

A number of collectors have urged the advisability of bringing out each issue of The Fare Box earlier in the month. Consequently, from now on we shall endeavor to mail out every issue on the 5th, 6th, or 7th, of the month--depending on the geographical location of the subscriber. This earlier mailing date necessitates moving up the closing date of each issue to the first of the month. So if you want your material in any given issue, it must be here by the first of that month. This policy will begin with the May issue. The April issue will be mailed about the 10th, because of material which must be included therein but which cannot be here until the 4th of the month.

While the mailing dates will be the 5th to 7th of each month, and I shall endeavor to keep that schedule, there will still be times when issues will be mailed late. The life of a graduate student at Harvard University does not always lend itself to punctuality in extracurricular activities. In view of this, and the totally voluntary nature of my position as Editor, I trust readers will view occasional tardiness with their customary generosity of spirit.

Mr. Cline informs us that the annual convention of the A.V.A. which is scheduled for Evansville on August 7 and 8, 1954, will meet at the Vendome Hotel. Further details will be announced later.

On page 10 of the February issue we made a mistake in the spelling of Member No. 167's name. Correct spelling is Mrs. Mary Helen Mote. While on corrections, Mr. Bartley informs us the correct spelling of 485 on page 192 of Atwood's Check List is Jeannette, and the token is obsolete.

I should like to call attention of readers to the article inside by William Everett, which tells the fascinating story of the little company that was responsible for Calif 815 B.

## THE SANTA BARBARA AND SUBURBAN RAILWAY

By William Everett

(reprinted with permission from the O Gauge Modeler for February 1953. Copyright 1953 by Charles Lang Publications, Inc., Box 353A Pfeiffer Road, Sharonville, Ohio.)

The beginning of the Santa Barbara streetcars was rather unusual. For several years Santa Barbara, Calif., had a mule car line running up its main street (State St.) from the beach to the Arlington Hotel. In later years this line was extended along the West Beach. In the summer of 1896 a company was formed called the "Consolidated Electric Co." The company had permission to establish lines in Santa Barbara, but the mule car lines hearing about the proposal secured permission to electrify its line. State St. being the main street and the most important, was wanted by both lines. So, the city fathers would award the franchise to the first company to complete stringing of wire on State St. For the first day there was a royal battle between the two rival wire crews. Each company had a crew to string wire, and another crew to tear the opponent's wire and poles down. This feud ended the next day with the Consolidated Electric buying out the mule line.

Since the mule line had been narrow gauge, the lines were left in that gauge. The first lines were completed on Oct. 1, 1896. The company had purchased four cars, and these four cars made a grand parade up State St., with bands and city officials; it was one of the biggest parades of that day. The original line ran from West Beach to State St., then up State St. to the old Arlington Hotel, which at this time was one of the largest and most famous hotels on the Pacific Coast (it was ruined in 1925 by earthquake). Shortly after, Consolidated Electric built the line to the Mission, this being called the "Mission Line." In 1903 the company received permission to build the East Beach line, with the hopes of extending this line to the town of Summerland which lies on the coast about 6 miles south of Santa Barbara. At about the same time two more cars were purchased. These cars were larger than the original four, and were considered the best narrow gauge cars that could be had. In 1904 two more cars were purchased, larger than any previous cars. They had standard-sized bodies with narrow gauge trucks. This one factor was their undoing. After these cars had been in service but one week, on April 10, 1904, the one major accident occurred. Car 16 was at the Santa Barbara Mission, and the day being Easter Sunday, there was an extremely large group of passengers. As the people came out after the services they boarded the cars waiting for them. The first two cars had left for town, and it was no. 16's turn. About 125 persons had packed into car 16, most of them having to stand. At the signal the car started for town. The first mile of the line was quite steep, with two sharp turns. As the car approached the first turn the people noticed the car was going quite fast. So had the motorman, who found he was without brakes. Both he and the conductor tried to stop the car, but by this time the weight of the 125 passengers, and the speed of the car was too much for even the motors which had been put into reverse. As the car came to the first curve it gave a tremendous lurch, but stayed on the track. One passenger was thrown into the street, breaking his leg. More was yet to come. The line was still steep and the car gained momentum as it raced down the track. The women started screaming and shoving; panic began. Then, as the car reached the second curve, it happened: the car left the rails, slid on its right side, and came

to rest against a power pole. When all reports were in, it showed 5 killed and 30 injured, 17 of these seriously. This was one of the greatest disasters Santa Barbara had ever experienced up to that time. An inquest was held as to the cause of the accident, and it was found there had been a flaw on the inside of the front brake rod, causing it to snap. No one was held responsible, as in those early days they had no way of knowing about such things.

The two large cars had been purchased with the idea of extending the line to Summerland, and then using the cars as interurbans on the line. But, for some reason never known, the line was never built. Car 16 was rebuilt and placed back in service, but due to the accident on the Mission Line, both 16 and 18 were never allowed to run on this line again.

Up to 1913 all cars were painted forest green and were narrow gauge. Then, in 1913, the Santa Barbara & Suburban Ry. Co., which the line was then called, decided to standard gauge all its lines. The old car barn on Quarantina St. had burned down, but no cars were lost. In 1913 a new car barn was built at the end of the West Beach Line, on Castillo St., about one block from the ocean. With the standard gauging of the old lines the old East Beach Line was dropped due to lack of business. Also the West Victoria Line was discontinued as the Southern Pacific RR had torn down the RR station at the end of the line and moved to the main station at State St. Then the Oak Park, Mission Lines were extended, and the Carpinteria St. Line was cut back and extended out East Haley St., being called the East Haley Line after this.

With the standard gauging the company purchased seven brand new center entrance cars for two-man operation. The cars were painted blue and white, later were changed to blue and cream. These cars were kept in operation until 1924 when the company began seeing the "hand-writing on the wall," due to the coming of the automobile. In 1924 the company attempted to sell out, but the city fathers objected. So, the company purchased 11 new one-man cars (Birneys). Only one year later, in 1925, the company was unable to pay its bills, and the So. California Edison Co. which supplied all the electricity to the lines, as well as to the city, had to take over operation to collect back bills.

The center entrance cars never ran after 1924. They sat in the yards until they fell apart, and were finally scrapped. The Edison Co., which had been operating the lines under their old name, kept the Birneys in operation until October 1, 1929, when they decided to stop operations due to loss in business, and increasing competition from the cars. The Edison Co. had to pave those streets on which the lines had run. This proved to be a costly affair for the Edison Co. But an old contract which had been signed many years previous had to be carried out. At this cease in operation the lines were taken over by a newly formed bus company which still operates to this day, with most of the busy lines operating on the very same streets as the cars did.

The cars had given Santa Barbara thirty-three years of streetcar service. And, to this day, the rails of most of the lines are still in the streets. In 1913 when the standard lines were built, the rails were put in solid concrete, so one can still see the rails when any excavation is made in a street where a line used to run.

SANTA BARBARA & SUB. RY. (concluded)

Still standing today, to remind one of the car lines, is the car barn on Castillo Street. It is used as a storage place by the city. However, the clang clang of the streetcar bells has not been heard since 1929, and most people have forgotten, or have never heard about the streetcars that used to run as part of the daily life and heart throb of this beautiful city nestled at the foot of mountains, with the blue Pacific at its front door.

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CALL FOR NOMINATIONS

The Constitution & By-Laws of the American Vecturist Association (Article V) provides for an election of officers to be held at the annual convention, which this year will take place on August 7-8, 1954. To initiate such proceedings, I do hereby issue a call for nominations. These may be made by any member in good standing.

Nominations in writing are to be sent to the Secretary, who will thereafter communicate with the proposed nominee, requesting his or her acceptance. Such nominations will be published in subsequent issues of The Fare Box, together with the action of the nominee thereon. Nominations will close on June 7, 1954.

All five offices: President, Vice-President, Secretary, Treasurer, and Curator, are open for nominations. If you desire to make any nominations, please do so at an early date.

- QUINCY A. LAFLIN, President.

\*\*\*\*\*

Members who have not paid their 1954 dues at this time are hereby notified that unless such dues are paid to the Secretary before April 1, 1954, they will be liable to suspension; their names dropped from the membership rolls and removed from the mailing list. This is a very liberal provision because you have had three months to do that, which should have been done before January 1, 1954. The April 1954 issue will carry the complete roster of members in good standing. It is to your interest to see that your name is on this list. If this notice applied to you, see that you remedy the situation at once by sending your \$2.00 to the Secretary, Max M. Schwartz - 130 West 42nd Street - New York 36, N.Y.

- MAX M. SCHWARTZ, Secretary.

\*\*\*\*\*

CANADA'S FIRST SUBWAY WILL OPEN MARCH 30

The first rapid transit subway in Canada opens for business on March 30 at Toronto. It was built at a cost of \$50,000,000 by the City of Toronto. Special machines will be used to handle transfers, and only metal tokens sold at 3 for 25¢ will be used in turnstiles. The system will have 12 stops, running from Union Station to Eglinton Avenue, in the North End of the city. The total length will be four and a half miles. Provisions for an east-west subway have already been arranged.



## INTERESTING HISTORY OF AN INTERESTING TOKEN

By Paul Fouts

(This paper was read at the February meeting of the Seattle Transportation Token Club and is here reproduced for The Fare Box.)

Here is a story about a story about a rare transportation token that not many collectors can show in their collections. It is about a young man John Gibbs, born in Birmingham, England, in 1809, just the year in which Abraham Lincoln was born. As a youth he learned the metal working trade and while still a young man came to America with his father, William Gibbs. In Belleville, N.J., there was one of the few sheet metal rolling mills in this new and growing country. Here a few miles from Newark the newcomers decided to settle. Soon they were in business making fancy brass buttons for gentlemen's vests, greatcoats, and military uniforms. Gradually they expanded into the making of trade checks and tokens for all and sundry. This in turn led into the manufacturing of minor coins for foreign countries such as Brazil, Liberia, San Domingo, and others. To avoid the charge of counterfeiting on the coppers for this country, they placed on them the phrase "Not One Cent." Having some of the latter, it is interesting to know where they came from.

John Gibbs, an ingenious mechanic, in his spare time invented a spring for a clock that would run a year without rewinding. Still having energy to spare, our hero about 1829 started a stage line from Belleville to Newark, and from Belleville to New York via steamboat across the Hudson River. For use on these lines he struck brass tokens which read I. Gibbs (the top of the letter I spread a little making it look like a T, but this is an error as it probably was intended for an I, i.e., J). It is a rare token and as of August, 1912, only three specimens were known. In one of the newspapers as early as 1831 we find reference to a stage line running between Belleville and Newark and Belleville and New York. We quote "several stage go daily to and from New York; it is about eight miles from New York and two and a half miles from Newark where stages run daily to meet steamboats from New York. Belleville contains about 1,200 inhabitants and is an extensive, improving and manufacturing village."

Fashions for store cards and brass buttons passed away and with it the profitable business of John Gibbs, esquire. In 1846 he moved to New York where he opened a shop on Forsyth Street. In 1856 he again moved to Williamsburg, then a separate municipality, later being absorbed into Brooklyn. Here he manufactured lamp shades, lamp burners and buckles. History is obscure as to what became of the stage line but it is doubtful it operated after John Gibbs left Belleville. Only a very few of these interesting tokens have come down to the collectors of the present day. The one with the error is listed in Atwood's Check List as NY 630 B, and the one with the J with a dot on it is listed as NY 630 A. They are both rare and lucky is the collector that can boast of having one in his collection.

The above was gathered from an article by the great numismatic historian, Edgar H. Adams. Much interesting information by this tireless researcher can be found in his work on hard times tokens.

Now the question is, Should we list this token under New York or under New Jersey?

For sale - at 15¢ each plus stamped envelope, the following recent issues: La 80 A; N.J. 885 B; Penna 190 B; S.O. 40 A.  
Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.  
Wanted - the following back issues of The Fare Box: 1947, July, August, September, October. 1949, March, April. Will trade or buy.  
Have back issues of The Fare Box 1948 - 25¢ each; 1949-1952 - 15¢ ea.  
Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.  
Have 12 Porto Rico 640 E at catalog. Stamped envelope, please.  
John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.  
Wanted - the following Kansas tokens to complete my collection as nearly as possible for exhibit this centennial year: Kans 30 A, 40 A 120 A, 450 A, 620 A, 680 A B C, 690 A B, 880 A, 970 A. Will buy or swap tokens of greater value for any of these tokens.  
Harold Ford, Jr. - 1244 Louisiana St. - Lawrence, Kansas  
For sale - Md 60 AB and 60 AK at 75¢ each or the pair for \$1.00.  
Kenneth E. Purdy - 1146 N.W. 85th St. - Miami 38, Florida  
Have Montreal, Canada, 620 A for trade at \$5, also the O at \$3.50 in trade, and P at \$4.50 in trade. For trade only for tokens I need that list at \$1 or more.  
Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.  
Pa 485 A is now obsolete and possibly extinct. Lincoln Coach sold the local lines to Jeannette Coach Co. which does not use tokens (although they redeemed them for awhile they clam up on any info at the present, one way or another. Have some on hand so any member desiring one send me 10¢ plus a stamped envelope. It MAY be the last chance to get any, as companies here ARE melting them (Pgh Rys, e.g.)  
Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.  
Will trade 100 all different 19mm to 23mm tokens for 100 all different 16mm tokens.  
Eroy L. Kimmons - 521 E. Live Oak St. - Austin 4, Texas  
WANTED: I want to buy: MAVERICKS, PATTERNS, MANUFACTURERS SAMPLES, UNPUNCHED SOLIDS. What have you? I will trade you vectures for them, if possible, or pay cash.  
Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.  
For Sale for Cash: D.C. 500 H (both varieties) at 35¢ each; 500 J (both varieties) at 35¢ each; 500 K at 25¢; 500 L at 50¢, 500 M at 25¢. Stamped envelope, please.  
John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

#### APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such admission is received by the Secretary by April 1, 1954, the applicants shall be admitted to membership on April 10, 1954. (Both applicants collect U.S. & Foreign)

- 169 Carroll Swearengen - 1813 28th Street - Two Rivers, Wisconsin  
Age 50, School Teacher. Collecting 1 year, 200 pieces.
- 170 Charles T. Heaton - 135 Kensington Place - Syracuse 10, N.Y.  
Age 45, Office Manager. Collecting 1 year, 500 pieces.

#### CHANGE OF ADDRESS

- 42 Melvin O. Carmichael - 4041 Delaware Avenue - Klamath Falls, Ore.
- 117 R. F. Sanders - 4931 No. Mississippi Court - Minneapolis, Minn.

ILLINOIS

Carmi 120 (reported by Ivan B. Cline)  
CARMI & MT. VERNON FERRY ROUTE 62  
A o A Ob Sd Good 1 Way Car \$1.00

INDIANA

Gary 330 (reported by Harold Ford, Jr.)  
GARY STREET RAILWAY CO.  
G WM 16 G Good For One Fare (brass-plated) .20  
GARY RAILWAYS COMPANY  
H WM 16 G Good For One Fare (brass-plated) .20  
GARY RAILWAYS, INC.  
I WM 16 G Good For One Fare (brass-plated) .20  
GARY RAILWAYS, INC. G  
J WM 16 Ball Good For One Fare G (brass-plated) .20

KANSAS

Wichita 970  
WICHITA TRANSPORTATION CORP.  
I WM 23 W Good For One Fare (bronze-plated) .10

MICHIGAN

Port Huron 775 (reported by R.K. Moulton)  
PORT HURON BUS CO. (BUS)  
D Bz 16 Ball Good For One Adult Fare (bus)(2 slots) .15  
E B 23 Ball " " " School Fare (bus)(2 slots) .10

NEBRASKA

Kearney 500 (reported by Kenneth Snyder)  
THE KEARNEY ELECTRIC COMPANY KEARNEY NEB.  
A o Cr 23 Sd Kearney Electric Company One Fare 3.50

NORTH DAKOTA

Williston 960 (reported by Kenneth Snyder)  
BAHNER BUS LINE B  
A o B 16 Sd Good For One Fare B ?

NEW JERSEY

Newark 555 (reported by Max M. Schwartz)  
PUBLIC SERVICE COORDINATED TRANSPORT N.J.  
F Bz 16 Tr Good For One Fare Geo H Blake President .15

PENNSYLVANIA

Wilkes-Barre 985 (reported by Max M. Schwartz)  
WHITE TRANSIT CO. WILKES-BARRE, PA.  
C WM 16 W Good For One Fare .15

WEST VIRGINIA

Wheeling 890 (reported by John Kachmar)  
THROUGH 15 WEST  
M o K 28 Sd (same as obverse) 2.00

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Remember the 1954 A.V.A. Convention to be held at Evansville, Ind., on August 7 and 8, 1954, at the Vendome Hotel. Plan now to be there.

## RALPH FREIBERG'S COLUMN

Heading the list of new issues for March is another ferry token found by Ivan Cline. As mentioned previously, the price on this token is not a true value till we can be absolutely sure of the number found. I finally got to checking on the tokens of Gary, Ind., and a report from the company says although they aren't on a token basis, they plated tokens to be used as convenience tokens. So they plated all tokens on hand, not just the latest issue. It seems more and more companies are using tokens which may be called "convenience tokens." They aren't sold on buses but can be purchased at the office and are used by employees of various firms or by anyone who wants to buy them. Nowadays with fares going up, employees are given tokens to use, as it is possible some of them might pocket cash if it were given them. In Wichita, Kansas, the company went up to 15¢ straight fare from 2 for 25¢ and school fares from 5¢ to 2 for 15¢, so white metal tokens formerly used as adult fares were plated for school fares. Port Huron Michigan, has new tokens with the new style bus. Ever since New York came out with brass tokens, it seems other companies also are getting brass ones, whereas for a while tokens seemed to be coming out in bronze and white metal. Also I've been told that during the last war, since zinc and steel didn't prove too successful, some used cartridge shells were bought up by a large token manufacturer. So around 1943 and 1944 we had a bunch of brass tokens. This also may account for some of the shades of the brass used at that time. The Bahner Bus Line token of Williston was used for a couple months in 1953, but I can't seem to get any answer from the company so for the present I do not know whether to put a dime price, or a higher one, on it. Maybe someone can get results from there. Williston is in a section of North Dakota where lately there has been an oil boom.

Max Schwartz has come up with some plated tokens of Pottstown, Pa., but a letter from the company says tokens were discontinued 2½ years ago, so I am kind of curious if these tokens were plated by some other company by mistake. I am against listing any plated token unless it is known that it was plated by the company in question. I still have a couple of others that have been reported to me but can get no confirmation of whether or not they were used by the companies in question.

I have a subway token reported by Kenneth Snyder for Toronto, Canada. Since tokens are not ready for general distribution, the description will be reported in the April issue.

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FURTHER CORRECTIONS TO ATWOOD'S CHECK LIST:

- |   |  |
|---|--|
| <del>1.</del> Ariz 680 A: no comma after Prescott                                       | <del>11.</del> Pa 400 C D: add period after Bros.    |
| <del>2.</del> Ark 450 A B: after Co it is (.,)  | <del>12.</del> Pa 455 B: no periods after C B Houck  |
| <del>3.</del> Ga 920 B: no comma after Coaches  | <del>13.</del> Pa 675 A B C: no comma after Munhall  |
| <del>4.</del> Ky 150 B-G: no periods after O G  | <del>14.</del> Pa 750 K: no period after Sts         |
| <del>5.</del> Neb 440 C D E: add period after Cents.                                    | <del>15.</del> Pa 750 Y Z AA: no period after Phila. |
| <del>6.</del> NY 10 D E: add comma after Rohl   | <del>16.</del> Pa 775 B: has INC.,                   |
| <del>7.</del> NY 631 O P Q: after Co it is (.,)   | <del>17.</del> Wash 780 L-O: only one T in Becket.   |
| <del>8.</del> Minn 540 K: no period after Co  |  |
| <del>9.</del> Ohio 505 H: no comma after Transit  |  |
| <del>10.</del> Ohio 860 G: make it Forsgard, Pres.<br>(no one seems to have Vice Pres.) |  |

Check List of Foreign Transportation TokensBy Roland C. AtwoodB R A Z I LBahia 150

		VALE UMA PASSAGEM NOS ASCENSORES DA CIA LINHA	
		/CIRCULAR	
A	WM 25 GLC-sc	(same as obverse)	\$0.50
B	WM 25 Ch	" " "	.50
		ASCENSORES C.L.C. BAHIA GLC	
C	Bz 19 Sd	Vale Uma Passagem	.20
D	Bz 19 Ch	" " "	.20
E	Bz 19 Ch	" " " (copper-plated)	

PILAR 600

		PLANO INCLINALDO DI PILAR	
A	A Hx Sd	Una Passagem	1.00

PORT ALEGRE 650

		CIA CARRIS PORTO ALEGRENSA C	
A o	WM 22 Ball	Una Passagem Bondes C	.75

RIO DE JANEIRO 750

		EMPRESA DE OMNIBUS LUXO A SAHIDA DEVOSA ESTA	
		/FISHA AS CHAUFFEUR	
A o	Cr 58 Sd	(blank)	.50
		E.A.V. VICTORIA SECCAO 1	
B	WM 36 1-ch	(blank)	.50
C	WM 36 2-ch	{ like B, but 2A on obverse instead of 1 }	.50
D	WM 36 3-ch	{ " " " 3 " " " " }	.50
E	WM 36 4-ch	{ " " " 4 " " " " }	.50
F	WM 35 Sd	{ " " " 200 " " " " }	.50
		EMPRESA INTERESTADOAL DE OMNIBUS LTDA. SIGNAL	
		/DE SACCAO	
G o	Cg 48 Sd	(blank)	.50
H o	Ce 48 Sd	"	.50
		VICCAO EXCELSIOR ENMARQUE NA 2A NO.-	
		Esta Fisha Indico Importancia da Passagem	
		/Devolva-a-as Chauffeur Quando Pagar	.50
		EMP. VIACAO DEVOLVA AO MOTORISTA VICTORIO	
		/LTDA. (STAR)	
J	V1 53 Sd	Operadores Bancarias Consulteh Banco Boroas	
		/24 e 26 Rue Pa Alegandea	.50
		EMP. INIERES STAAIO DE OMNIBUS DE LUXO LILA	
		/LIMOUSINE FEDERAL	
K	V1 47 Sd	Devolva Esta As Motorista Ao Saltar Eisha	
		/de Saccac	.50

SAO PAULO 800

		HP MD DP CR (GOAT)	
A	A Ob Sd	1 (Rural Merchants RR of Sao Paulo)	2.00
B	A Ob Sd	12	2.00
C	A Ob Sd	25	2.00
D	A Ob Sd	50 (Ear of Corn on obverse instead of Goat)	2.00
E	A Ob Sd	100 " " " " " " "	2.00
		VIACAO URBANA PAULISTA LTDA. 2 SECCOES	
		Molhada Com Laparite A Faria e Cia	.50
F	P1 28 Sd		

CONCEPTION 300

A o Vg 21 Sd  
B o Vm 21 Sd

FERRO-CARRIL URBANO DE CONCEPTION

Primera Clase 5 Centavos (numerals)  
Segunda Clase 2½ Centavos (numerals)

\$0.50

IQUIQUE 450

A o Vg 25 Sd  
B o Vm 21 Sd  
C o V1 21 Sd  
D o V1 20 Sd  
E o Vg 23 Sd  
F o Ve 23 Sd  
G o Vd 21 Sd

F.U. IQUIQUE (NUMERALS)

20c  
10c  
5c (2 var: incuse & regular letters)  
5c  
20c  
5 Centavos  
(reverse not given)

.50  
.50  
.50  
.50  
.50  
.50  
.50

PISCO 650

A o V1 25 Sd

PRIMERA F.U. PISCO

10 Cents

.50

SANTIAGO 700

A o Co 26 Sd  
B o Co 26 Sd  
C o U1 26 Sd  
D o Ce 26 Sd  
E o Ce 26 Sd  
F o V1 26 Sd  
G o B 23 Sd  
H o Vr 23 Sd

FERRO CARRIL URBANO DE SANTIAGO

Primera Clase  
Segunda Clase

.50  
.75

FERRO CARRIL URBANO DE SANTIAGO PRIMERA

(same as obverse)  
(same as obverse)

.50  
.75

FERRO CARRIL URBANO DE SANTIAGO SEGUNDA CLASE

(same as obverse)

.50

FERRO CARRIL URBANO DE SANTIAGO PRIMERA CLASE

(same as obverse)

.75

FERRO CARRIL DEL NORTE 12½ SILVANUS MILLER

(blank)

.75

SANTIAGO CHILE R.G.H.

Primera (star)

.50

VALPARISO 950

A o Vr 24 Sd  
B o Vr 23 Sd  
C o Ve 24 Sd

PRIMERA F.U. VALPARISO

(2 var: numerals & blank on reverse)  
(numerals A)

.20  
.20

SEGUNDA F.U. VALPARISO (3 varieties)

(numerals & numerals A & blank)

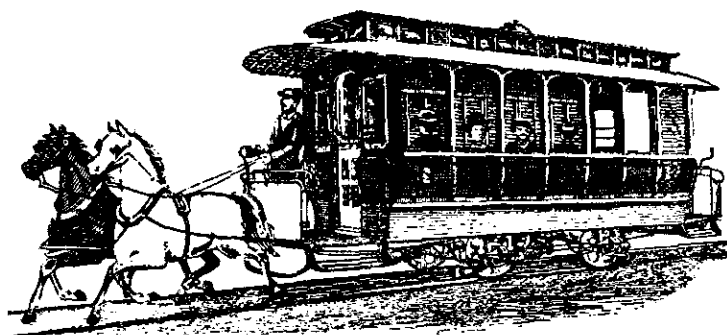
.20

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

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VOLUME 8

APRIL, 1954

NUMBER 4

Please bear in mind that from now on the closing date for material in The Fare Box will be the First of each month. If you want your material printed in any given issue, it must be received by the Editor by the first of the month. In this respect, we are in need of articles on all aspects of transportation token collecting, and certainly will feel indebted to any readers who submit material for publication.

A number of collectors have sent in corrections to the Foreign Check List. Inasmuch as there are thousands of errors in this list, I feel that such corrections should be held in abeyance, and sent to the Foreign Check List Committee once it has been formed and begun work. Every collector will help if he will check his foreign tokens against the list and make notes of any differences. We want our new Foreign Check List to be as free from errors as possible.

Mr. McRobie reports the existence of a token inscribed Kendallville Bus Line, but has no further information about it. If any collector can help him out, please write him directly. He also reports an example of Ohio 860 C, but plated with jeweler's gold. It was issued in Toledo in the 1930's for some special occasion. He obtained his token in 1939 along with this information. Do any other collectors have this token or know anything about it?

Inasmuch as there have been a number of new members with small collections joining the A . V . A. recently, we plan to run an article shortly giving tips on ways and means of bringing a collection up to the 2,000-variety level with little difficulty. I think such information will prove quite helpful to new collectors who want to increase the size of their collections.

It appears that a few collectors mailed in their 1954 dues too late to be included in the membership roster appearing in this issue. Such members will be listed in the May issue under Reinstatements.

THE AMERICAN VECTURIST ASSOCIATION

- Members In Good Standing as of April 1, 1954 -

J-163 Barry Adelman	88-11 63 Drive	Rego Park 74, N.Y.
36 Jan Seena Anderson	553 E. Culver Avenue	Orange, California
166 Richard K. Atkins	c/o W.H. Snow, Pecksland Rd,	Greenwich, Ct.
1 Roland C. Atwood	P.O. Box 621	Hollywood 28, Calif.
127 Dorothy M. Augustine	6230 Condon Ave.	Los Angeles 56, Cal.
57 Bernhard H. Baake, Jr.	2922 Chenoak Ave.	Baltimore 14, Md.
38 Floyd O. Barnett	6048 Stevens, South	Minneapolis 19, Minn.
71 B. T. Barraclough	3635 Nicollet Ave.	Minneapolis 8, Minn.
46 Harry C. Bartley	7012 Ohio River Blvd.	Pittsburgh 2, Pa.
82 O. R. Bertram	2111 Swisher St.	Austin 4, Texas
7 Corinne M. Black	1409 Evans Street	McKeesport, Penna.
6 William L. Black	1409 Evans Street	McKeesport, Penna.
37 Basil Brandon	327 26th Avenue	San Francisco 21, Cal
122 Anna M. Butler	731 E. 26th Street	Minneapolis 4, Minn.
97 Robert M. Butler	731 E. 26th Street	Minneapolis 4, Minn.
42 Melvin O. Carmichael	4041 Delaware Ave.	Klamath Falls, Ore.
128 Roy H. Carpenter	235 W. Quincy Street	Westmont, Illinois
114 William L. Carr	2648 Pelton Avenue	Akron 14, Ohio
105 Harold T. Chesney	4653 Ewing Ave., So.	Minneapolis 10, Minn.
28 Felix M. Church	700 Seward Avenue	Detroit 2, Michigan
59 Ivan B. Cline	808 W. Illinois St.	Evansville 10, Ind.
14 John M. Coffee, Jr.	P.O. Box 1204	Boston 4, Mass.
81 Arnold Cohn	84 Johnston Avenue	Kingston, New York
86 Chris J. Cook	2105 Fourth Court	Cuyahoga Falls, Ohio
95 Morton H. Dawson	285 Price Blvd.	W. Hartford 10, Conn.
137 Walter K. Dillow	Box 182	Byron, Illinois
50 Daniel DiMichael	P.O. Box 485	Coatesville, Penna.
141 Chas. J. Dochkus	3522 E. Thompson St.	Philadelphia 34, Pa.
158 Edward P.F. Eagan	Happy Harbor	Rye, New York
111 William E. Eisenberg	2717 W. Carson St.	Pittsburgh 4, Pa.
69 Dr. M.W. Emrick	1426 Market Street	Harrisburg, Penna.
157 Alfred J. Ferraro	P.O. Box 146	Phillipsburg, N.J.
54 C. G. Ficklin	283 Isabel Street	Los Angeles 65, Cal.
129 Albert Field	117 West 70th St.	New York 23, N.Y.
124 Harold Ford, Jr.	Box 211	Wadsworth, Kansas
153 Bertha M. Foster	29 E. Rittenhouse St.	Philadelphia 34, Pa.
29 Paul Fouts	609 Peoples Building	Seattle 1, Wash.
62 Ralph Freiberg	4142 26th Street	San Francisco 14, Cal
20 R. K. Frisbee	237 So. Kalamath St.	Denver 9, Colorado
80 W. G. Fyler	P.O. Box 38	W. Simsbury, Conn.
24 William C. Gallagher	3316 Gunther Lane	San Diego 10, Calif.
53 Paul H. Ginther	-	New Holland, Ill.
35 Frank C. Greene	900 East 9th Street	Kansas City 6, Mo.
102 Frank W. Guernsey	615 S.E. 70th Avenue	Portland 16, Ore.
21 Chas. N. Hamilton	945 Corona Street	Denver 18, Colorado
170 Charles T. Heaton	135 Kensington Place	Syracuse 10, N.Y.
159 L. A. Hensley	1616 Spencer Street	Omaha 10, Nebraska
147 C. B. Holcombe	49 Clarke Street	Burlington, Vermont
26 Charles W. Houser	734 St. John Street	Allentown, Penna.
52 Cecil G. Jefferson	8845 Wallingford Ave.	Seattle 3, Wash.
67 Donald B. Johns	1205 Queen Anne Ave.	Seattle 99, Wash.
77 Floyd L. Johnson	79 W. Gibson Street	Canandaigua, N.Y.
138 Johnnie W. Jones	RR # 2 - Box 78 B	Springfield, Mo.
78 A. D. Jordan, Jr.	99 East 2nd Street	Moorestown, N.J.



168 John S. Kachmar	324 Lincoln Ave., Millvale, Pgh 9, Pa.	
9 Ione E. Kibbe	497 Fern Street	W. Hartford 7, Conn.
47 Eroy L. Kimmons	521 E. Live Oak St.	Austin 4, Texas
22 Ralph T. Koller	1135 Bedford Ave., SW	Canton 10, Ohio
48 Julius A. Kurtz	925 13th Ave., So.	Minneapolis 4, Minn.
49 Quincy A. Laflin	1476 Iglehart Avenue	St. Paul E4, Minn.
70 Howard C. Laible	3520 W. Santa Barbara	Los Angeles 8, Cal.
40 Charles R. Lamb	Route 1 - Box 39	Long Beach, Wash.
88 Sam LeJeune, Jr.	1706 So. 2nd St.	Louisville 8, Ky.
15 Edgar Levy	1413 Mesa Avenue	Colorado Springs, Col.
139 Allison Lieve	433 East 68th St.	New York 21, N.Y.
65 John M. Mackie, Jr.	1315 N. Franklin St.	Pittsburgh 33, Pa.
104 Pat H. Maffeo	145 Kimberly Avenue	New Haven 11, Conn.
121 Allen B. Maitland	26 Earls court Ave.	Toronto 10, Ontario
115 Raymond McIntyre	416 Harmon Ave.	Danville, Illinois
5 Robert B. McKee	Box 587	Buffalo 5, N.Y.
72 M. B. McRobie	1073 Pitkin Ave.	Akron 10, Ohio
61 John Metz	1033 Seminary Ave.	St. Paul 4, Minn.
2 R. L. Moore	2400 Van Ness Ave.	San Francisco 9, Cal.
130 Carroll Morgan	P.O. Box 12532	Dallas 17, Texas
167 Mary Helen Mote	20518 So. Oak Ave.	Torrance, Calif.
94 R. K. Moulton	150 Michigan Ave.	Detroit 26, Mich.
155 Charles R. Mullin	111 Alter Avenue	Staten Island 4, N.Y.
116 John G. Nicolosi	2579 35th Avenue	Oakland 1, Calif.
30 August J. Nilson	326 West 78th St.	Seattle 7, Wash.
112 Frank G. Payne	Box 655	Roanoke 4, Virginia
101 William C. Piper	307 No. Graham St.	Pittsburgh 6, Pa.
125 Kenneth E. Purdy	1146 N.W. 85th St.	Miami 38, Florida
148 Lewis M. Reagan	Box 577	Wichita 1, Kansas
J-132 Harry C. Reynolds	1025 Morgan Avenue	Drexel Hill, Penna.
118 Robert M. Ritterband	6576 Colgate Ave.	Los Angeles 48, Cal.
74 W. G. Robertson	132 West 45th St.	New York 36, N.Y.
143 Frank Roselinsky	7311 Willoughby Ave.	Los Angeles 46, Cal.
117 Robert F. Sanders	4931 No. Miss. Ct.	Minneapolis, Minn.
154 Chas. W. Schermerhorn	21 Chestnut Street	Albany 10, N.Y.
162 Charles H. Schwab	28 Agawam Road	Waban 68, Mass.
3 Max M. Schwartz	130 West 42nd St.	New York 36, N.Y.
165 Mike Sichak	4712 Quail Ave. No.	Minneapolis 22, Minn.
152 Joseph J. Silverman	346 Quail Street	Albany 8, N.Y.
161 Frank Simons	178 Hall Street	Brooklyn 5, N.Y.
93 David H. Smith	800 W. Monument St.	Jackson 15, Miss.
4 Felton W. Smith	128 Redfield Place	Syracuse 10, N.Y.
27 Kenneth E. Smith	1212 West 92nd St.	Los Angeles 44, Cal.
51 Franklin P. Snyder	1060 South Broadway	Los Angeles 15, Cal.
55 Kenneth W. Snyder	15½ Glenwood Ave.	Minneapolis 3, Minn.
92 A. R. Sparks	1015 Rebecca Ave.	Wilksburg, Penna.
79 Thomas B. Sprague	120 No. Liberty St.	Baltimore 1, Md.
17 Michael Super	105 So. Pine St.	Hazleton, Penna.
18 Paul Super	105 So. Pine St.	Hazleton, Penna.
169 Carroll Swearingen	1813 28th Street	Two Rivers, Wisc.
34 Paul Targonsky	46 Norwood Street	Meriden, Conn.
145 Claude G. Thompson	2445 Aldrich Ave. S.	Minneapolis 5, Minn.
135 Emzy L. Thompson, Jr.	Box 222	New Cumberland, Pa.
103 Don T. Thrall	610 Arlington Ave.	Berkeley 7, Calif.
16 Walter W. Underwood	-	Shook, Missouri
164 J. T. Van Dreesse	251 Plover Street	Wisconsin Rapids, Wis.
160 Walter J. Vredenburg	4119 Dressell Ave.	St. Louis 20, Mo.
25 Albert P. Webster	2827 Worthington St.	Houston 16, Texas

A.V.A. MEMBERSHIP ROSTER (continued)

123 Charles B. White	57 Spring Street	Fredonia, New York
68 W. A. Whitfield	110 California St.	Albuquerque, N.M.
12 Thomas F. Williamson	312 Lexington Ave.	Syracuse 10, N.Y.
146 Jacob B. Wilson	924 Wabauck Road	Lancaster, Penna.
151 Virgil B. Wilson	6026 E. Gardendale	Hollydale, Calif.
19 Ralph W. Winant	500 W. Summit Ave.	Wilmington 4, Dela.
140 Fred P. Zubryski	3121 Zenith Ave., N.	Minneapolis 22, Minn.

(Membership numbers below 34 are Charter Members.)

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## PRICES REALIZED AT KENNETH SMITH'S FEBRUARY AUCTION

The results of the first auction are in. The usual 5¢ and 10¢ bids on everything came along; these were omitted. The following tokens did not receive minimum bids: Lots 14, 20, 29, 43, 50, 60, 61, 62, 76, 99. The following were awarded at catalog value: Lots 1, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 15, 17, 19, 22, 24, 30, 31, 32, 35, 38, 39, 40, 41, 42, 46, 47, 48, 49, 51, 52, 54, 55, 56, 57, 58, 59, 63, 64, 65, 67, 68, 69, 70, 72, 73, 74, 75, 77, 78, 79, 80, 81, 82, 83, 84, 87, 88, 89, 90, 91, 92, 94, 96, 97, 98. The following sold at 5¢ over catalog value: Lots 6, 18, 34, 53, 71. The following sold at 10¢ over catalog: Lots 27, 37, 85, 93, 95, 100. The following sold at 15¢ over catalog: Lots 2, 25, 28, 33, 45. The following sold at 20¢ over catalog: Lots 23, 26, 36, 86. The following sold at 25¢ over catalog: Lots 16, 21, 44. Lot 66 sold at 30¢ over catalog.

The lot which receive the most bids was lot 66, on which the high bid was \$1.55, by Mr. Guernsey. Since the next highest bid was \$1.25 he was awarded the lot at \$1.30. Lot 86 received many bids, especially at catalog. The high bid was \$3 on lot 86; it was awarded at \$2.70, which was 5¢ over the next highest bid. Lots 21 and 44 received the second highest number of bids. Over 75% of the bids were at catalog prices. The number of bidders was small, but it is hoped that future auctions have more activity. Lots that did not receive minimum bids can be had at catalog. Anybody can submit any tokens not appearing in the first two auctions, with a reserve of catalog value, and at no costs to themselves. Lots 101 to 125 sold at catalog, except 124 which went at 30¢.

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## CONVENTION SITES

Every year those that attend the Convention vote on the convention site for the coming year. I think maybe those that have not attended any of our conventions could give opinion as to what cities they might be able to reach for a convention. That is, Would it be best to have conventions alternating on each side of the Mississippi River? Also, Would it be advisable to have conventions more at inland sites, away from coastal cities, and center more on such cities as Pittsburgh, Minneapolis, Evansville, Kansas City. I myself like to attend these conventions but if every other year they're held on the other side of the Mississippi maybe I could get an extra week off to make it. So you who plan to attend conventions in the future, send in the names of five cities where you would like to see conventions held. Perhaps this could serve as a guide.

- Ralph Freiberg

All bids for tokens in this auction must be received by May 8, 1954.  
 Kenneth Smith - 1212 West 92nd St. - Los Angeles 44, Cal.

-- Atwood --			-- Atwood --			-- Atwood --		
lot no.	No.	value	lot no.	No.	value	lot no.	No.	value
1	Ark 285 B.....	.35	44	Mich 935 Q....	.35	87	Pa 10 B.....	.25
2	Cal 205 B.....	.25	45	Mich 935 R....	.35	88	Pa 25 A.....	.25
3	Cal 275 B.(II).	.35	46	Minn 210 A....	.25	89	Pa 25 D.....	.25
4	Cal 275 B(III).	.35	47	Minn 540 G....	1.00	90	Pa 70 B.....	.25
5	Cal 395 A.....	.75	48	Minn 760 A....	2.00	91	Pa 70 C.....	.25
6	Cal 395 B.....	.75	49	Miss 320 D....	.25	92	Pa 135 A.....	.25
7	Cal 395 C.....	.25	50	Miss 900 E....	.50	93	Pa 135 B.....	.25
8	Cal 395 D.....	.35	51	Mo 130 C.....	.25	94	Pa 425 C.....	.25
9	Cal 705 A.....	.75	52	Mo 420 B.....	.50	95	Pa 455 A.....	.25
10	Conn 290 J.....	.25	53	Mo 860 B.....	1.00	96	Pa 595 B.....	.25
11	Fla 380 E.....	.75	54	Mo 910 N.....	.25	97	Pa 605 B.....	.50
12	Fla 540 A.....	.25	55	N.J. 310 A....	.25	98	Pa 750 G.....	1.00
13	Fla 540 B.....	.50	56	N.Y. 70 A....	.50	99	Pa 840 E.....	.25
14	Ga 580 A.....	.25	57	N.Y. 629 F....	.25	100	Pa 985 B.....	.35
15	Ill 130 C.....	1.00	58	N.Y. 629 G....	.25	101	Pa 775 B.....	.25
16	Iowa 600 A.....	.25	59	N.Y. 629 I....	.25	102	Tenn 375 B....	1.00
17	Iowa 740 B.....	.25	60	N.Y. 630 W....	.25	103	Tenn 375 C....	1.00
18	Iowa 930 B.....	2.00	61	N.Y. 630 AD..	.25	104	Tenn 600 D..	.75
19	Iowa 930 C.....	.35	62	N.Y. 630 AE..	.25	105	Tenn 600 F..	.35
20	Kans 40 B.....	.25	63	N.Y. 630 AF..	.25	106	Tex 255 C....	.25
21	Kans 40 F.....	.25	64	N.Y. 630 AG..	.25	107	Va 155 A.....	.25
22	Ky 250 B.....	.25	65	N.Y. 630 AH..	.25	108	Va 155 B.....	.25
23	Ky 480 G.....	.25	66	N.Y. 631 L....	.25	109	Va 620 L.....	.50
24	Ky 480 H.....	.25	67	N.Y. 631 M....	.25	110	Va 720 B.....	.50
25	Ky 480 I.....	.25	68	N.Y. 690 A....	.75	111	Va 720 C.....	.25
26	Ky 480 L.....	.25	69	N.Y. 780 A....	1.50	112	Wash 10 A....	.50
27	Ky 510 AI(II)..	.25	70	N.Y. 780 C....	1.00	113	Wash 80 D....	.25
28	Ky 510 AI(III).	.25	71	N.C. 880 A....	.50	114	Wash 780 K..	.35
29	Me 740 A.....	.35	72	N.C. 980 D....	.25	115	Wash 990 B..	.25
30	Md 60 I.....	1.50	73	N.D. 260 B....	.25	116	W.Va. 200 A.	.25
31	Md 60 J.....	1.50	74	N.D. 320 B....	.35	117	W.Va. 240 A.	.25
32	Md 60 K.....	1.50	75	N.D. 440 A(a)	.25	118	W.Va. 640 A.	.25
33	Md 60 T.....	2.00	76	N.D. 440 A(b)	.25	119	Wis 500 B....	1.00
34	Md 60 U.....	2.50	77	Ohio 10 B.....	.25	120	Wis 500 C....	1.00
35	Md 60 AB.....	.75	78	Ohio 10 K.....	.50	121	Wis 510 K....	.35
36	Md 60 AC.....	.25	79	Ohio 15 B.....	2.00	122	Wyo 120 E....	.25
37	Md 60 AK.....	.75	80	Ohio 95 A.....	.25	123	D.C. 500 L..	.50
38	Mass 115 K.....	.35	81	Ohio 175 R....	1.50	124	Alaska 450 D	.75
39	Mass 305 B.....	.50	82	Ohio 745 B....	.50	125	Alaska 450 E	.75
40	Mich 80 A.....	.50	83	Okla 210 A....	.35			
41	Mich 375 A.....	.25	84	Okla 610 B....	.25			
42	Mich 630 B.....	.25	85	Okla 640 I....	.25			
43	Mich 935 O.....	.35	86	Okla 860 L....	.25			

Notes: Calif 275 B comes in 3 types--(I) no diamonds, small letters on rev. (II) diamonds, sm. letters. (III) diamonds, lge letters. On lots 27 and 28, send rubbings of the types you have and your bids will be entered on the other types. Lots 64 & 65 are both Plain. Lot 75 is Thin; 76 is Thick. Lot 97 has No Diamonds. Scarcest token in the auction in my opinion is Mich 630 B, missing in many large collections. Calif 705 A is pitted as are most. Unpitted in excellent condition is a rare token. All tokens are with a reserve of catalog, no bids less than catalog accepted. Bids must be in my 10 a.m., Saturday, May 8, 1954. Happy Collecting.

RALPH FREIBERG'S COLUMN

It looks as though we have to get some new members to discover some old tokens which have remained hidden. Last month we discovered an oldie which Mr. Kachmar owned, and this month we have another one which Mr. Vredenburgh had. There are still a lot of old tokens to be discovered and no matter how many tokens anyone should have, there is always the possibility they would have something we don't know about. Ivan Cline has come up with another ferry token, from Cave-in-Rock, Ill. Maybe some of us who may go to Evansville this year can take side trips to where these ferries operated. This is a case where a lot of different ferries had tokens and maybe would have remained unknown till one was found, and then a lot of questions have been asked. Mr. Cline is busy running down every lead he can get and burning up a lot of gas looking for them. On some trips he has traveled over a hundred miles only to be told that the ferry didn't use tokens. So, although he has found many, he has come up against a blank wall on others.

As bus fares are going up, some companies are charging higher fares for high school students than for grade school students. So instead of two rates we now have three: one for grade school and small children; one for high school, and then the adult fare. Bloomington and Danville, Ill., tokens are for the use of high school students, whereas the fare for grade school children is 5¢. Maybe later on, as fares go up, new tokens may appear to replace the 5¢ fares.

Olean, N.Y., has brass plated tokens, but if they also plated the zinc tokens that is another question. However, asking a company to send you a brass-plated zinc token seldom brings results. I'm still trying to find out if tokens of Winona, Minn., like 980 B were ever plated; also Md 770 A. On this latter company, it seems that there is a new die variety appearing, so possibly the company is using tokens on a higher rate and ordered another batch. Max Schwartz has reported a bronze token like Ohio 230 R S T. However, if the bronze was used generally, or if a small supply was sent to them, I don't know at this time. This company was bought out by Ohio Bus Co. and tokens all destroyed, so before listing the bronze I wonder if anyone else would have any. If bronze was used, no use listing at 15¢ if only 3 or 4 exist. Schwartz and Dawson also report a token from Brooklyn which has on reverse "To Be Surrendered at the City Line." It sounds to me more like a zone check, and would show that person had paid a higher fare than one just riding in city limits. I am not sure if this should be listed under zone checks or as a token. If anyone has any comment on this, let me know.

A letter from Rod Moulton reports that the Grosse Ile Bridge Co. has discontinued tokens for the present and is using tickets on a trial basis. They are made of cardboard and are used over and over. A white one is used for car & driver (25¢ round trip); orange for car driver & one passenger (29¢); blue for 2 passengers (33¢); red for 3 passengers (37¢); green for 4 passengers (41¢). Over four, the number of passengers is written on the card. Some people may collect these, but our present policy is not to list this sort of tickets. To get any of these tickets, or the tokens we have listed under Trenton, one had to cross this toll bridge and buy a round trip and then surrender the ticket or token on the return trip. So to beat this, people have bought the tokens and then on return trip have come back by a different route. They will not sell any unless passage is

made on the bridge and won't part with any unless this is done. The company also uses the address of Riverview and not Trenton, so possibly the address listed in the Check List should be changed. Speaking of tokens used by this company, there were some used just recently --935 B to G--and stamped on two sides, whereas the older ones with the old die were stamped on one side only. It has been suggested that the ones stamped on both sides be given new numbers to tell them from the old dies which are very hard to find.

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To Executive Board Members of the A.V.A. (March 16)

Dear Sirs:

Due to the fact I have been in the process of moving into a home I have just purchased, matters of the A V A have had to ride. Now that I am back in the groove again I shall try and take over where I left off. Points of interest are:

1. The site of the convention at Evansville, August 7 & 8, as chosen, appeared in the A N A calendar of events. The place of the meeting shall be the Vendome Hotel, the price of which shall be \$30 as relayed by Ivan Cline for the two days.

2. Bartley, Eisenberg & Mackie have agreed to serve on the Election Committee as per appointment. I trust they will be present August 7.

3. Butler, Chesney and Whitfield shall serve on the Emblem Committee. Floyd Barnett previously appointed in the stead of Whitfield has rejected the appointment. Good luck to the boys and may they produce good results.

4. No interest has been displayed concerning 'auctions' by membership to date, so activity in this field shall rest. Mr. Smith is conducting his auction privately and not under the auspice of A V A.

5. I find according to the Constitution that Committees on Resolutions, credentials, and auditing are to be appointed by myself. I am soliciting the Board's suggestions at this time as to the proper appointments to fulfill these duties and expedite the business at our coming convention.

6. I also suggest that the Editor of The Fare Box include a note of inquiry to the members in regards to whether or not they will attend the convention this summer. I feel that the committees specified in item 5 should consist of members that will be present at the Convention. May I have your comments on this score.

Now I have here in my possession a bill received from John Coffee of \$28.50 concerning repair to the mimeograph machine and propose:

Proposition 3: John Coffee be reimbursed by the Treasurer of the sum of \$28.50 to take care of this bill.

I have also received a bill from Eroy Kimmons of \$7 as his expenses for postage, etc., as President for 1953, and also propose:

Proposition 4: Eroy Kimmons be reimbursed by the Treasurer of the sum of \$7 as taking care of his expenses during 1953.

I have donated my expenses as previously mentioned for 1953 to the A V A while I was Secretary but feel I should be reimbursed for the postage involved in shipping A V A material to Max M. Schwartz, my successor, which amounted to \$3.60, and therefor propose:

Proposition 5: I (Quincy Laflin) be reimbursed by the Treasurer the sum of \$3.60 for shipping charges of A V A material to Max M. Schwartz. May I have your votes thereon?

EXECUTIVE BOARD LETTER (continued)

I have received requests from several of the members that we begin work on a Foreign Check List to be printed similar to our present U.S. list. I have also received requests that items such as solids, patterns, manufacturers' samples, etc., be included as a supplement to the present list. John Coffee has agreed to run them off on the mimeograph machine so together with the effort of committees on this project I think this project can be worked out. I feel that the A V A should undertake this project rather than one or a few individuals. Let me hear your comments and the names of A V A members that you think would be most suitable to serve on a Foreign Check List Committee and also a Supplement Committee to handle freaks, patterns, solids, etc.

I would be glad to appoint these two committees to begin work on this project and I would serve as chairman of each committee and serve as a clearing house before the matter in reality would be published or turned over to Coffee to be run off. I have quite a good sized foreign collection and I would be glad to give what aid I could. Atwood, Brandon, Smith, Kimmons, Freiberg and Jordan all have knowledge in my estimation of foreigners worthy of mention together with Greene and several others. If the Board feels we should tackle this project and will all submit their aid and sanction I shall start the ball rolling as soon as I receive their comments and suggestions as to who would be the best suited to serve, etc. If the A V A does elect to undertake this project I shall run again as President and see it through, do or die. I feel this association can and will produce results if we all work together. I have expressed my views on the subject, gentlemen, now let's have your reaction.

Let me conclude this letter with my best wishes to all of you and may I hear from you in the near future?

Respectfully yours,

QUINCY A. LAFLIN, President

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MINNEAPOLIS & ST. PAUL ZINC-COATED TOKENS

By Floyd O. Barnett

The local transit authorities asked for a fare raise some time ago and it was granted. They planned to use the old tokens and let the drivers sell them at one price and at the same time they zinc-coated and brass-plated a large number of tokens they planned to sell at another price. The company realized before they started selling them that their plan was not workable so they have the tokens on hand, planning to use them at some future date as needed. A few days ago I talked to the treasurer and he stated that if I got the orders ahead of time and came down to his office he would let me go through the zinc-coated tokens and pick out tokens for the collectors that desired them. There are steel, brass, bronze, two types of white metal and two types of St. Paul City Ry., making a total of 7 items. All collectors desiring this set of tokens or any of these please let me know at once, sending 20¢ for each token desired plus stamped and addressed envelope. Remember, these tokens are zinc-coated, they also have some tokens on hand that were brass-plated over this zinc, but will not release them now. However, they do plan to use them when needed. (Address: 6048 Stevens, south - Minneapolis 19, Minn.)

-April 1954-

-page 39-

Supplement to Atwood's Check List

By Ralph Freiberg

ILLINOIS

Bloomington 70

BLOOMINGTON-NORMAL CITY LINES, INC. (BUS)  
Good For One Student Fare (bus)(2 slots) \$0.10

K Bz 16 Ball

Cave-in-Rock 125 (reported by Ivan B. Cline)

CAVE IN ROCK FERRY CO. CAVE-IN-ROCK, ILL.  
/ONE-WAY  
(blank)

A o A 32 Sd

1.00

Danville 190 (reported by Raymond McIntyre)

DANVILLE CITY LINES, INC. (BUS)

F WM 16 Ball

Good For One Student Fare (bus)(2 slots) .10

KENTUCKY

Covington 150 (reported by A. D. Jordan)

C. N. & C. RY. CO. GREEN LINE D.L. RINGO  
/GEN. MGR.

H WM 16 L-sc

Good For One Fare Green Line .15

THE GREEN LINE (in script) D.L. RINGO PRES.  
/GREEN LINE

I WM 23 L-sc

Good For One Fare Green Line .15

MAINE

Augusta 40 (reported by Max M. Schwartz)

MAINE CENTRAL BUS LINES (CAPITOL BLDG.)

B WM 16 Sd

Good For One Fare (Capitol Bldg.) .15

MICHIGAN

Manistee 590 (reported by Walter Vredenburg)

MANISTEE STREET CARRETTE CO. (LIMITED)  
/MANISTEE MICH.

B o B 22 Sd

Good For One Fare (horsecar) 3.50

NEW YORK

Olean 675 (reported by Morton Dawson)

BLUE BIRD COACH LINES B

D WM 16 Ball

Good For One Fare B (brass-plated) .15

PENNSYLVANIA

West Elizabeth 965 (reported by Bill & Corinne Black)

WEST ELIZABETH BRIDGE CO. ONE FOOT PASSENGER  
/RETURN

E o A Oc Sd

(Blank)(29mm)(obverse letters incuse) 3.50

TEXAS

San Antonio 810 (formerly Mavericks 19 and 41)

S.A.R.T. ST. R.R. CO.  $\frac{1}{2}$  FARE SCHOOL  
(blank)

E o B 25 Sd

3.50

S.A.R.T. ST. R.R. CO. (DESIGN)

F o B 25 Sd

Good For  $\frac{1}{2}$  Fare 3.50

UNIDENTIFIED (reported by Max M. Schwartz)

INTERNATIONAL TRANSIT T

47 B 16 Sd

Good For One Adult Fare T

(Maverick 47 is possibly from Canada, possibly Port Arthur, Ont.)

CANADA - ONTARIO

Ottawa 645 (reported by Allison Lievre)

OTTAWA POLICE DEPARTMENT POLICE

C F1 32 Sd (same as obverse)

\$0.50

Toronto 915 (reported by Kenneth Snyder)

TORONTO TRANSIT COMMISSION SUBWAY

B A 16 Sd Good For One Fare Subway

.10

CORRECTIONS

~~1~~ Cal 535 A B C D - change to Cal.

~~2~~ Cal 545 A B - add CSC to reverse

~~3~~ Ill 70 J - not obsolete now

~~4~~ Iowa 930 F - add Dia. & no Dia.

~~5~~ Ohio 165 K - Period after Wm. but  
not after Co

~~6~~ Pa 165 E F G H - it is MADDALON

~~7~~ Pa 965 D - TWO HORSE, not horses

~~8~~ NC 280 A B C D - comma after  
Lucas,

~~9~~ W.Va. 830 A - no comma after  
Line

~~10~~ Wis 930 A B - add hyphen  
Mil.-Waukesha

~~11~~ Milverton, Ont., token in  
April 1953 issue is 500 A.

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NOMINATIONS FOR A.V.A. OFFICERS

The Secretary has received the following nominations to date. Of the nominees, acceptance has not been received from any except Mr. Schwartz, for Secretary. For President: Quincy A. Laflin. For Vice-President: Cecil G. Jefferson. For Secretary: Max M. Schwartz. For Treasurer: R.K. Frisbee. For Curator: William L. Black.

APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such admission is received by the Secretary by May 1, 1954, the applicants shall be admitted to membership on May 10, 1954.

171 Melvin Fuld - 5601 Greenspring Avenue - Baltimore 9, Maryland  
Age 53, Chemist. Size of collection, 100.

172 Cornelius B. Tyson - 117 Ridgeland Road, Lynnfield - Wilmington  
Age 35, Engineer. Size of collection, 100. /3, Dela.

Have 2 or more dupes of the following: Ark 285 B, 435 C; Cal 275 A, 320 F, 525 A, 540 A, 575 G, 630 D, 715 Q, 760 E, 775 F, 795 A, 815 B, 835 A D E, 895 A, 945 K, 945 L; Colo 120 A, 540 D; Conn 345 B; Fla 380 O. At Check List prices. Have many other dupes as have been breaking up a couple collections. All want-lists sent me will be gone over.

Ralph Freiberg - 4142 26th Street - San Francisco 14, Cal.

Wanted to buy, the following tokens: Bell Register # 1 2 3 4 7 9 12 13; Ala 120 I, 220 D E F K; Ark 975 A B; Colo 540 A; Fla 380 S; Ida 100 D F M P, 440 C E F; Ky 510 N A K; Ia 850 J K; Ind 520 E; Ill 150 V W; Mich 75 B C; Mo 910 Q; Okla 330 E; Tenn 345 O D, 415 B; Wis 20 B, 40 C D. - M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

Easton, Pa. 320 A for sale at \$2 each. 40% off to dealers.

C.J. Dochkus - 3522 E. Thompson Street - Phila. 34, Pa.

DC 500 L for sale at 50¢, M at 25¢, plus postage.

John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.



Check List of Foreign Transportation Tokens

By Roland C. Atwood

P E R U

AREQUIPA 100

A o V1 26 Sd	FERRO CARRIL URBANO DE AREQUIPA 20 CENTAVOS 20 Centavos	.50
B o Sv 23 Sd	FERRO CARRIL DE MOLLENDON A AREQUIPA (ENGINE) Decreataado en 30 de Abril 1868 Inaugurate /en Enero de 1871	2.00

BARRACAS 200

A o Vr Ob Sd	TRAMWAY DE LA BOCA Y BARRACAS 3 (horsecar)	1.00
B o Ve Ob Sd	"	1.00
C o Ve Ob Sd	" (2 instead of 3 on obverse)	1.00

HAUCHO 450

A o Sv 30 Sd	TRANVIA DE HAUCHO EMPRESARIO JUAN F. BALLEEN /DICIEMBRE 14 1890 Padrinos Sabastian Salinas Jose Guerrero /Jose L. Carvallo Federico Balles Teros	2.00
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LIMA 500

A o Bz 35 Sd	TRAM-VIAS DE LIMA (STREETCAR) 24 de Marzo de 1878 Inauguration	1.00
B o K 38 Sd	" " " " " "	1.00
C o K 23 Sd	EMPRESA DE TRAMWAYS DE LIMA 1884 (CAR) La Empresa de Y Recibe Esta Fisha por 50 /Centavos de Sol Billeto	1.00
D o Bz 18 Sd	(like C, but 25 Centavos)	1.00
E o Cr 25 Sd	EMPRESA DE TRAMWAYS LIMA 1877 5 Centavos	.50
F o Cl 22 Sd	10 Centavos	.50
G o Cl 29 Sd	10 Centavos	.50

PAITA 800

A o Sv 23 Sd	FERRO CARRIL URBANO DE PAITA (CAR) Ynaugurado el 30 Agosto de 1891 Padrino /Francisco P. Lopez Alcalde Municipal	2.00
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U R A G U A Y

PAYSANDU 650

A o Ve 24 Sd	TRAMWAY PAYSANDU (streetcar)	2.00
B o V1 24 Sd	(streetcar)	2.00

Check List of Foreign Transportation Tokens

By Roland C. Atwood

**S P A I N**

BARCELONA 150

A o K 23 Sd	COMPANIA DE TRAMVIAS DE BARNA. (Star)	\$0.35
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MADRID 400

A o WM 21 Sd	TRAM-VIA DEL ESTE Diez Cents 10	.50
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SEVILLE 600

A o A 22 Sd	PASAGE ORIENTE SEVILLE (Blank)	.35
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**C Z E C H O S L O V A K I A**

BRATISLAVA 200

A o K 28 Ch	POZSONYI ALLAMI DUNAHID (Blank)	.50
B o Z 27 Sd	Atkeles	.50
C o S 27 Sd	POZSONYI CSAVARGOZOS VALLALRT Atkeles	.50

PRAGUE 750

A o B 18 Sd	ELEKTRICKE DRA'HY HALV.MESTA PRAHY (CREST) P Doplatek Haleru 20	.20
-------------	--	-----

**G R E E C E**

ATHENS 100

A o WM 18 Sd	(GREEK LETTERING)(HORSECAR) 10 (WREATH)	.50
--------------	--	-----

**T U R K E Y**

CONSTANTINOPLE 300

A o B 19 Sd	(TURKISH INSCRIPTION) (Star)(toll bridge token)	1.50
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**I S R A E L**

TEL AVIV 700

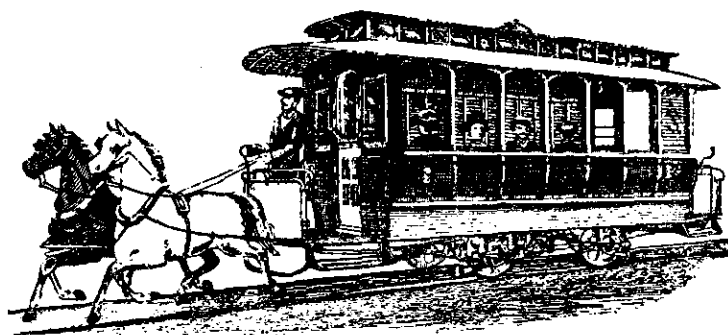
A o A 23 Sd	DROM-JEHUDA LTD. 2 Pruta	.50
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# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

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Robert M. Butler  
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VOLUME 8

MAY, 1954

NUMBER 5

The exigences that I mentioned on the front page of the March issue came to pass sooner than anticipated. Consequently this issue has been somewhat delayed, a turn of events necessitated by my general examinations for the degree here at Harvard. I am happy to say everything turned out all right, and I may now return to an active participation in the hobby. My thanks for your patience.

The June issue will be mailed out between the 5th and 10th of that month, so please bear that in mind when sending material. I shall leave for Washington State on the 23rd of June, taking the leisurely southern route. The July issue may be a bit later than usual in consequence.

Please remember to send in nominations to the Secretary, and not to the Editor. I have received the nomination of Mr. Eisenberg for Vice President, and ask Mr. Schwartz to take official cognizance of that fact from this notice.

I understand Mr. Laflin has appointed a Committee to work on the new revised Foreign Check List, consisting of Laflin and Brandon and Greene, with Kenneth Smith serving as co-chairman with Mr. Laflin. This committee will correlate the information, working with all collectors who desire to contribute their time and knowledge to this worthy endeavor. Needless to say, it will take 100% cooperation from all collectors to produce a worthwhile product. Working slowly and carefully, we should achieve a worthy companion to our U.S. Check List.

In order not to have a lopsided issue, I have saved a number of articles for the June issue. Readers have been particularly kind in contributing articles for publication, but I would still like to see additional articles of interest to the hobby. It is the main function of an editor simply to assemble contributed material and put it into the right space. It must remain the function of all the readers to provide most of the material printed here. In the past a small band of valiant members have done most of the contributing. I know there is a vast reservoir of knowledge among the rest of you. How about sharing some of it with the entire hobby?

### APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such admission is received by the Secretary by June 1, 1954, the applicants shall be admitted to membership on June 10, 1954.

- 173 George W. Werner - 5009 Parker Avenue - St. Louis 9, Missouri  
Age 48, Architect. Size of collection, 500.  
174 Roy L. Irwin - 430 Steves Street - San Antonio 10, Texas  
Age 30, Government Employee. Size of collection, 150.

### CHANGE OF ADDRESS

- 74 W. G. Robertson - 116 West 45th St. - New York 36, N.Y.  
135 Emzy L. Thompson - 2356 Orange St. - Beaumont, Texas

The address of Julius A. Kurtz was incorrectly stated in April as 925. It should be 928.

### NOMINATIONS FOR A.V.A. OFFICERS

The Secretary advises that the following nominations have been received to date with the results respectively given:

For President	Quincy A. Laflin	(accepted)
For Vice-President	C. G. Jefferson	(accepted)
For Secretary	Max M. Schwartz	(accepted)
For Treasurer	R.K. Frisbee	(accepted)
For Curator	William L. Black	(accepted)

Nominations will remain open until June 6, 1954.

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### THE MISSISSIPPI TRAIN FERRY By Ivan B. Cline

Bridges have replaced most of the country's railroad ferries, but there is still one in regular use on the Mississippi River, carrying trains of the Illinois Central Railroad between Helena, Ark., and Trotters Point, Miss. The ferry can carry an engine and a dozen freight cars. If you want to see this rare transportation link in action, you should turn off U.S. 61 about sixty miles south of Memphis and drive a few miles along a secondary road through Lula and Powell to the banks of the Mississippi. Another interesting place to visit is the old and pleasant town of Ste. Genevieve, Mo....one of the few remaining traveling bridges on the river.

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Virginia Transit Co. fares in Richmond have gone up to 15¢ straight, but convenience tokens will be sold at 4 for 60¢....Norfolk wants an increase which would call for 2½¢ tokens....fares in Boston are now 20¢ cash or 5 for 90¢ (same old tokens)....Chicago is plating all its tokens to be used as "convenience tokens."....Owensboro (Ky.) Rapid Transit is gone and replaced by Owensboro City Bus Lines, now using tokens at 3 for 40¢.

THE SANTA BARBARA STREET RAILROAD COMPANY

(After publishing in the March issue the story of the Santa Barbara & Suburban Ry., I wrote Mr. Everett about the older company that issued our Calif 815 A. His reply is given, in part, below:)

Dear Mr. Coffee:

It was nice to hear you had used my information on the S B & S. Will wait for a copy. About the S.B. Street Ry. Co. Yes, you are right, the S.B.S. Ry. Co. was the mule lines. They originally started out as one mule and one car, which ran from the old Arlington Hotel to the beach--about 12 blocks straight down the main street. When the electric cars took over, the mule cars had 3 lines and about 15 mules, plus 3 cars. It was called the "Santa Barbara Street Railway Co." (the mule co.) and its old car barn burned down about the time the electric cars took over. I have a picture of the original electric car barn before it, too, burned down, and there are 2 of the old mule cars in the picture. One car is on the junk pile to the side of the car barn. And in the photo, this car has the lettering clearly visible for the "S.B. Street Ry. Co." The 2nd car has been converted to an electric car #1 of the original "S.B. Consolidated Ry. Co." later known as S.B. & S. The #1 was the only mule car converted, to my knowledge.

There is an interesting story concerning one of the old mules, a white one. When the old mule car barn burned down, the old mule was inside. After the fire they found the mule lying on its side with its ears burned off. They gave it up for dead, and the insurance adjustor paid off the claim on the mule. Just as the money had been paid, the old mule gave a grunt, and got to his feet. A doctor checked him, and pronounced him OK. So for the rest of the mule company's days, that mule pulled the cars, already having paid for by the insurance company. And the mule outlived the company by many years.

Don't believe I can be of much help in securing one of those old tokens. There is no one left alive here that worked for the lines. But one of the managers is still alive, but just about gone. I have talked with him, but his memory is failing, and I don't believe I could get much out of him, and I am sure he has no tokens, although he does remember them. I will inquire around, and if I ever locate one, I will advise you.

Sincerely,

BILL EVERETT

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Harold Ford reports the following from a recent trip: in Winfield, Kans., the bus line still operates from downtown to college and still uses tokens (Kans 980 C D E). Owner states he purchased the line from Southern Kans. Stage Lines in the 1930's. He said the Arkansas City Winfield N. Ry. (Kans 980 A) was an interurban line, using the token as city fare in both cities. All tokens obsolete in Ponca City, Okla. Most recent bus line folded about 5 years ago. In Emporia, Kans., I drove down the main drag, saw no buses. Has the line folded, or was I on the wrong street?

# PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

In accordance with the new schedule, the Pittsburgh District Token Collectors held a regular meeting on Sunday, March 21, 1954, at its regular meeting place, Room 1208 House Bldg. Regular members Bill and Corinne Black, Mackie, Piper, Eisenberg, and Bartley, joined in welcoming John Kachmar both as a new member in our group as well as in AVA. As mentioned in the notes of the last meeting, Mr. Kachmar is somewhat a beginner in tokens, but an old hand at coins, and will be an asset to both groups. I had the pleasure of seeing just a small portion of his collection (fractional currency) and he really has some material. He has three tokens we all want to get from him.

Trading and talking took up most of our meeting time. Inasmuch as we had not received the latest Fare Box, we did not have the latest official word on many things we wanted to discuss. This will be done at the May meeting, and the account of that meeting will give our reactions. Your Editor showed his latest find (29mm brass token with "W.F. Co. Round Trip 40¢" in incuse letters). It must be a token for Bill Black offered either to buy it or trade an oldie for it.

The subject of tokens of Pittsburgh Railways in general and the 16mm P tokens in particular was discussed. We agree that the item listed as Pa 765 Y is more to be considered as a pattern, and agreeable to us to list it as such (deleting it from the catalog if necessary). It is a known fact (1) that Pittsburgh Rys., although following through with one metal in a group of tokens, sometimes gets sample tokens made in other metals with the same design; (2) they also try variations of the same design in the same and different metals (your editor has 4 variations of X and the late Ray Cooper had an unlisted variation of W); (3) the fact that only one copy has shown up out of several million tokens of that type minted. With these points in mind, PDTC agreed on the above decision. We might add that we welcome any proof to the contrary, and we are trying to obtain such proof ourselves; in fact the group reporter is gathering material for an article on Pittsburgh tokens which he hopes to have in such shape as to be presented to the national convention and then published in The Fare Box. As a preview let me say that several tokens listed as Pa 765 should have been listed as Pa 12 (Allegheny City), B C and G coming under this classification.

The meeting was adjourned after a short discussion of plans for coming meetings, especially our July meeting which will be held at the "farm" (Hagy-Acres). This will be a good chance for AVA members nearby to drop over to Pittsburgh and spend a pleasant, profitable afternoon with us.

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## COPIES OF THE OLD CONSTITUTION AVAILABLE

Mr. Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y. - announces that copies of the old constitution are available at no charge (postage only) to any members who desire them. This will be your last chance to get an extra copy. After a short time, all extra copies on hand will be destroyed. Any collector who does not have a copy of our new constitution may obtain one from Mr. Coffee.

A LETTER FROM MR. MOULTON

Dear Mr. Coffee:-

On a recent trip, I was able to learn the following about Rockville Centre, N.Y. With due credit to Houser, in the February issue of The Fare Box, I made a call on the Rockville Centre Bus Corp., and was at once told that they did not have any new token such as B 20 Bar, and never did have; only the WM 23 Bar such as they are now using and the school token, which (by the way) has never been reported, am so doing to Freiberg, soon as possible, which is WM 24 Bar (bus), and also they had some Bz and K plated, was able to get only one of each of those but they promised as soon as they get a new shipment, will let me have a supply, their stock on hand being very low at present. Well, after hearing that they had no token such as reported by Houser I asked if I could see the manager or someone who might clear the matter up, and I was referred to Mr. D.E. Pearsall, Superintendent of the company. After a lengthy conversation, he said that about ten years ago someone in the company had a brilliant idea that they could use a smaller token, so ordered 50,000 of these tokens from Meyer & Wenthe of Chicago and when they came in, they could not be used and he was very surprised that they were reported as he never allowed any of them to get out, he even wanted to know the name and address of the person who reported the token so he could write him and find out where he got the token. I told him I did not know and really I didn't at the moment. He was very peeved that it had been reported and said that the company had received many requests for the token and all of them had been sent the WM 23 Bar current one and told that they knew nothing of the brass one. I finally cooled him down, telling him that "the deed was done now" and no use worrying about it and if he would sell me a supply of the tokens, I would run this in The Fare Box and all those wanting any of the tokens could write to me for them. He finally agreed to this, but reluctantly, as he stated the company had agreed, just a week ago, to have them melted down and which he said they are going to do right away.

In view of the above, I bought 100 of the tokens and will probably get stuck on half of them, but thought I had better grab them as a last resort, as I am sure no one will be able to get any more. So if anyone wants any I can furnish them one OR MORE at 15¢ and stamped return envelope. Believe me, I had quite a time and spent half a day and to top it all off before he could let me have the 100 tokens he had to take the matter up with his superiors and the company attorneys so I had to make another trip back the next day, but was successful and that's something.

Now, John, you can put this in any way you think best, but felt it should be reported and make sure that no one is to write direct as I promised they would not, as they don't want to be bothered with letters and inquiries and anyway they will have no more after last Monday the 19th. O yes, the school token that they use says "Child's Fare" on both sides, nothing else, and it is WM 24 Bar (bus) as well as Bz and K plated. He stated that the difference has no meaning as the child's fare is 10¢ cash or 10 tokens for 75¢ and the operator gives any of the three different. Adult fare there is 15¢ cash or two tokens for 25¢.

Rodney K. Moulton - 150 Michigan Avenue - Detroit 26, Michigan

I have dupes of the following, at check list prices: Fla 380 R; Ga 240 A; Ill 130 C; Ind 180 A, 390 A; Iowa 150 G, 380 A, 730 D, 850 I; Kans 600 A, 800 A, 970 H, 980 A.

Ralph Freiberg - 4142 26th Street - San Francisco 14, Cal.  
Free - one Pa 765 W to the first six members who send me their list of duplicates. Will also pay double catalog value for the following: Ill 70 E, 720 E; N.C. 30 C; Pa 460 C; Wisc 680 A.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.  
For sale at catalog prices - Utah 400 C and Utah 650 E (lge letters). I have about 15 of each. Please send stamped return envelope.

Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.  
For sale at Check List prices: N.Y. 105 H, 745 B; Pa 70 B C, 455 A C, 750 A O AP AQ AR, 775 B, 985 C; Ohio 750 A. Stamped envelope please

Michael Super - 105 South Pine St. - Hazleton, Pa.  
Who has duplicates for sale or trade of the following tokens from New Hampshire? 100 A, 500 A B C, 520 A B, 700 A.

Robert M. Ritterband - 6576 Colgate Ave. - Los Angeles 48, Cal.  
Tokens for sale - Minn 180 A, 20¢; B, 30¢; 210 A, 25¢; B, 20¢; 410 A 15¢; 540 J, 35¢; K, 20¢; Y, 20¢; L M N O P R S U V W, 20¢ each; X, 20¢; 590 A, 20¢; 680 C D F, 15¢ each; H, 10¢; 730 D, 15¢; 760 G, 50¢; 760 H, 75¢; J K, 20¢ each.

Floyd O. Barnett - 6048 Stevens Ave. - Minneapolis 19, Minn.  
Minn 540 Y at 20¢ each. Stamped envelope appreciated. Can get enough for all. This token is no longer being sold to the public but is currently being accepted for fare on inter city buses. Also have 540 K at 20¢.

R. F. Sanders - 4931 N. Mississippi Ct. - Minneapolis, Minn.  
2 x 2 Kraft coin envelopes: \$2.40 per thousand; \$1.40 per 500, postpaid. 7/8 by 1 6/8 cellophane moisture-proof coin envelopes, 53¢ per 100, postpaid. Samples and duplicate list on request.

Claude G. Thompson - 2445 Aldrich Ave., S. - Minneapolis 5, Minn.  
For sale or trade for transit tokens: a collection of 54 all different tax tokens and 353 mixed tax tokens.

A. D. Jordan - 99 East 2nd St. - Moorestown, N.J.  
I will be glad to send the new Rockford, Ill., tokens to collectors for 15¢ each and a stamped envelope.

Harry L. Porter - 1239 Blaisdell St. - Rockford, Illinois  
For sale - 100 all different large-size tokens \$8.00 postpaid--or as many as you want at 8¢ each--about 500 different on hand.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio  
Have about 6 each of the following tokens for sale at catalog prices (except as noted) plus stamped envelope, please. NY 75 C, 305 A, 360 B, 631 B C D E, 995 A; Penna 65 M (15¢; these tokens were recalled and plated; very few 'missed'); 135 A B (set only), 180 D F I.

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.  
I have one copy of the McPherson, Kansas, horsecar token which I would like to trade for a similar token I do not have. Must have horsecar picture. What am I offered?

W. A. Whitfield - 110 California St. - Albuquerque, N.M.

#### THE TOWN OF TRUTH OR CONSEQUENCES

As some collectors may know, the name of Hot Springs, New Mexico has been changed to "Truth or Consequences." As we do have a token from this town it has been suggested that we change the listing of the token in the catalog to the new name. The number for Truth or Consequences would be N.M. 930. Any comment from collectors?



ARKANSAS

Helena 405

TWIN CITY TRANSIT CO. (BUS)

✓ B WM 16 Bar

Good For One Fare (bus)

\$0.15

CONNECTICUT

Lakeville 235 (formerly Maverick 42)

HOTCHKISS TAXI SERVICE TEL. 174

✓ C o A Oc Sd

15¢ For Transportation (25mm)

3.50

ILLINOIS

Kankakee 460 (reported by John M. Mackie)

NORTH K.K.K. RAILWAY COMPANY N

✓ K o WM 16 Ch

Good Between K.K.K. and Boupbannaais

1.00

La Grange 475 (reported by Chris J. Cook)

LA GRANGE - LA GR. PK. TRANS. CO. (BUS)

✓ B WM 20 Bar

Good For One School Fare (bus)

.10

INDIANA

Kendallville 500 (reported by Arthur D. Jordan)

KENDALLVILLE BUS LINES K

✓ A o B 16 Sd

Good For One City Fare K

.15

Newburgh 685 (reported by Ivan B. Cline)

CYPRESS BEACH FERRY RETURN TRIP

✓ A o A Oc Sd

(same as obverse)(34mm)

2.00

New Harmony 700 (reported by Ivan B. Cline)

FITTONS FERRY 20¢ NEW HARMONY, IND.

✓ D o A Sq Sd

Good For 20¢ In Ferriage (26mm)

2.00

MINNESOTA

Minneapolis 540 (reported by Floyd O. Barnett)

MINNEAPOLIS ST. RY. CO. M

✓ Z WM 16 Sq

Good For One Fare E.O. Crosby (Z plated) .20

AA WM 16 Sq

" " " " D.J. Strouse (Z plated) .20

AB S 16 Sq

" " " " " " " .20

AC B 16 Sq

" " " " " " " .20

AD Bz 16 Sq

" " " " " " " .20

St. Paul 760 (reported by Floyd O. Barnett)

THE ST. PAUL CITY RY. CO.

✓ M WM 16 S

Good For One Fare E.O. Crosby Treas.

/(Z plated)(2 var: oval &amp; upright S)

.20

OHIO

Dayton 230 (reported by Max M. Schwartz)

C. &amp; L.E. TRANSPORTATION CO. (BUS)

✓ U o Bz 23 Bar

Good For One Fare (bus)

.15

PENNSYLVANIA

Erie 360 (reported by Chris J. Cook)

ERIE COACH CO. ERIE, PA.

✓ C WM 23 E

Good For One Fare

.15

RALPH FREIBERG'S COLUMN

A couple of issues back I asked about some Baltimore tokens. On these tokens there was no intention of deleting them, but only to find out if any active collector had them in his collection. It is always a good idea to know who is in possession of certain tokens in case any question is ever raised about them. I have heard from Mr. Baake, and he has a Md 60 H. Mr. Schwartz has also heard from a new collector who may have 60 H and also 60 F.

My question on the token of Dayton with regard to a bronze one has had many replies, and it looks as though the bronze metal was just overlooked, and can be found. So will list this issue.

Regarding the question of patterns, zone checks, and solid tokens which may be called unpunched errors: After the Foreign Check List is run off, a listing of these tokens may appear. Until this list appears I do not have anything definite to check against, nor do other collectors. I imagine a lot of collectors who write to me about certain tokens feel kind of discouraged when I tell them the tokens are patterns, errors, etc. However, after these lists appear it will make more sense to a lot of collectors. The Pittsburgh Group has gone on record as to Pa 765 Y being a pattern, so it will be dropped from listing and put on the pattern list. Also, while discussing Pittsburgh tokens, it has been assumed that the Steel City 16mm token will also be put on the pattern list as it was never actually used. Also it has been suggested to put NY 630 AR on the pattern list, that is the lead Durkee & Co. token. Investigation is being made on this one. Another token I would question is Fla 310 A. This token does exist, but on some of them I have seen it looks like an attempt was made to scrape off the letter J on one side of the token. To me it looks like this was done to distinguish it from Fla 380 L. If anyone has any definite information on this--if the J was supposed to be off of one side--I would like to know.

Word has been received from Mr. Targonsky on Maverick 42. This token is listed this month as Conn 235 C. It is mentioned that this taxi outfit was bought out by Mr. Dufour and token probably used in period of 1916-1919. Also another token received that perhaps should have a different number, N.J. 115 F. There is a new token made of very light brass and has narrower slots. It can easily be told from the darker brass formerly used, but can only be classified as light and dark brass. On the token mentioned in last issue from Kendallville Bus Line, I have word from Dave Jordan that it is from Kendallville, Ind., and is now obsolete.

Before making another slight change in our Check List, I would like to check with some members who may have old copies of the Mass Transportation Directory. I have a 1949 Directory and name of the General Manager is listed as P. G. Vondersmith. We had the last name listed as Vandersmith. However, it can be noted that the second letter should be an "o". The question now is on the first initial of this man's name. Should it be P or O as listed?

\*\*\*\*\*

Fares in Paducah, Ky., have been increased to 15¢ straight; tokens eliminated. Portsmouth, Va., has increased fares from 12¢ to 15¢, tokens from 6 for 65¢ to 4 for 50¢.

F R A N C E

AMIENS 75

	SOCIETE DES TRAMWAYS D'AMIENS BON VALABLE	
	/JUSQU'AU 31 DECEMBRE 1923 1922 1923	
A o Z 20 Ch	Bon Pour Un Parcours a Non Remboursable	
B o A Sq Sd	/En Especes 30 Cmes	\$0.25
	(same as A)(21mm)	.25

CALAIS 200

	TRAMWAYS DE CALAIS 20 CMES	
A Z Sq Ch	20c (25mm)(2 var: lge & sm C)	.20
	TCRP (in monogram) NON REMBOURSABLE EN ESPECES	
B A Oc Sd	Bon Pour Un Parcours Valable Jusqu'au 31	
	/Decembre 1923 a 20c	.20

CHARLEVILLE 250

	SOC ARD ELEC. TRAM 10	
A B 25 Sd	TAV (in monogram)	.35

CHAUX DE FONDS 260

	TRAMWAYS DE LA CHAUX DE FONDS	
A o B 20 Sd	5	.50

CLERMONT 275

	TRAMWAYS DE CLERMONT FERRAND 5c	
A Z 19 Sd	Ce Jeton N'est Pas Remboursable En Especes	
	/((incuse)(Sc)	.50
B Z 22 Sd	(same as A, but 10c and not Sc)	.50
C Z Sq Sd	(same as B, but 25c)(22mm)	.50

DIJON 300

	LA BOURGUIGNONNE DIJON	
A o B 20 Sd	5 Cents (Mfg's name)	.25
B o WM 20 Sd	5 Cents (Mfg's name)	.25

ECULLY 350

	TRAMWAYS D'ECULLY (STREETCAR)	
A B Oc Sd	Correspondance (19mm)	.25

GRENOBLE 400

	BON POUR 1 PLACE ENTRE GLE DES OMNIBUS 30c	
A o Sv Ov Sd	(omnibus)	.75

HARVE 425

			COMPAGNIE GENERALE FRANCAISE DE TRAMWAYS	
A o B	23	Sd	5c (counterstamped H)(Sc)	\$0.20
B o B	Sq	Sd	20c " (21mm)	.20
C o B	22	Sd	25c " "	.25
D o B	0c	Sd	30c " (21mm)	.25
E o B	Tr	Sd	30c	.25
			GENERALE FRANCAIS DE TRAMWAYS	
F o B	Tr	Sd	25c (counterstamped H)	.25
			VAUQUELIN 3 P. HARVE	
G o WM	30	Sd	Bon Pour $\frac{1}{2}$ Journee	.50

LA ROCHELLE 450

			TRAMWAYS DE LA ROCHELLE 5c	
A o A	Sq	Sd	5c (Sc)(22mm)	.50
B o Z	Sq	Sd	5c (Sc)(22mm)	.50
C o A	Sq	Sd	10c (Sc)(25mm)(3 var: lge, med, sm C)	.20
D o Z	Sq	Sd	10c (Sc)(25mm)	.50
E o A	Sq	Sd	10c (Sc)(25mm)(counterstamped TLR)	.50
F o B	0c	Sd	20c (26mm)(counterstamped TLR)	.50
G o B	0c	Sd	20c (26mm)	.50
H o A	Sq	Sd	20 Cmes (Sc)(25mm)(counterstamped TLR)	.50
I o B	27	Sd	20 Cmes	.50
J o B	Sq	Sd	50 Cmes (Sc)(25mm)(counterstamped TLR)	.50

(denomination corresponds on both sides for every token above)

LIMOGES 475

			CIE DES TRAMWAYS ELECTRIQUES LIMOGES 10	
A o A	26	Sd	Ateliers De Construction Gammont Pont De /Cheruy (motor)(Ex on Obv.)	.25
B o A	26	Sd	(Like A, but A on Obv. instead of Ex)	.25
C o A	26	Sd	Ateliers De Construction (A & star on obv.)	.25
D o A	26	Sd	Ateliers De Construction Gammont Pont De /Cherui (Motor)(A & star on obv.)	.25
E o A	26	Sd	Ateliers De Construction Gammont Pont de /Cheruy (Motor)	.25
F o A	26	Sd	Grande Pharmacie Regionale 22 Place Des /Banca J. Brundet Limoges	.25

LYONS 500

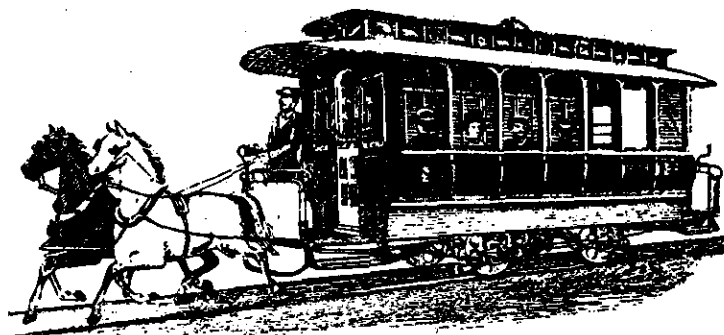
			O.T.L. BON POUR UN TRAJET DE 10c VALABLE /JUSQU'AU 31 DECEMBRE 1918	
A o K	Sq	Sd	Ce Jeton N'est Pas Remboursable En Especes	.20
B o B	22	Sd	{like A, but 25c}	.20
C o B	0c	Sd	{like A, but 10c 1919}	.20
D o B	Hx	Sd	{like A, but 25c 1919}	.20
E o B	Sq	Sd	{like A, but 20c 1920}(22mm)(A is 22mm)	.20
F o B	26	Sd	{like A, but 25c 1920}	.20
G o B	Sq	Ch	{like A, but 25c Dec. 1921}	.20
H o B	26	Ch	{like A, but 25c Dec. 1922}	.20
I o B	Sq	Sd	{like A, but 25c Dec. 1923}(25mm)	.20
			/(corners clipped)	.20
J o B	26	Ch	{like A, but 25 Cmes Dec. 1924}	.20

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
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Association

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VOLUME 8

JUNE, 1954

NUMBER 6

Until September 10, 1954, send all mail intended for The Fare Box to:  
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

I shall be leaving Boston on June 23 for Tacoma, arriving there on July 2. So please remember to send mail to the Tacoma address until about the 10th of September, when I shall return to the old Boston address. The July issue should be mailed by the 12th of that month.

I should like to call the attention of readers to the article on Webb's Ferry, within this issue. In my frequent correspondence with people in quest for tokens and information, I was fortunate enough to contact Mr. John L. Black of Grayville, Ill., who secured this story for me. The story itself was written by a Mr. Seil, a gentleman nearly 90 years of age. Mr. Seil was once Editor of Grayville's newspaper. It is such rewarding contacts as these that make it well worth while to keep looking for tokens and the stories behind them. I am deeply indebted to Mr. Black and to Mr. Seil, and wish to take this opportunity to thank them for their generosity and work toward the historical enlightenment of our hobby.

Also inside this issue is an ad from Mr. R.L. Moore, the Founder of The Fare Box. We are pleased to run this offer of Mr. Moore's, and he goes on to suggest that we send him an A.V.A. emblem in black and white proof. He will make a cut at no cost to us, and then we can have it printed on individual cards for the members, who wish them. This is worth looking in to.

Remember the annual convention of the A.V.A., which will meet August 7 and 8 at Evansville, Indiana, at the Vendome Hotel. It might be a good idea to contact Mr. Cline if you plan to attend, and see what arrangements can be made. Let's make this the most successful convention in our history!

WEBB'S FERRY OF GRAYVILLE, ILLINOIS  
By Mr. Seil

Webb Ferry, which takes care of the traffic between Illinois and Indiana across the Big Wabash River in this section of the County of White, is located about two miles south of Grayville, Ill., near the Illinois Railway Bridge.

It was established, together with a number of ferries at other points in the reaches of the Wabash River, in early days by action of the State Legislature, which also prescribed, or left to the county courts, the rates of toll to be charged.

No list of toll is available for the Webb Ferry, but the legislature in 1829 had recommended the following rates of toll for crossing other streams in White County: each four-wheel carriage, with 4 or more horses or oxen, 37½ cents; four-wheel carriages, with 2 or more horses or oxen, 25 cents; dearborn wagon or gig, by one horse, 12½ cents; man and a horse, 6½ cents; cart and a horse or oxen, 12½ cents; each footman, 3 cents; loose horse, ox, or cow, 2 cents each; each hog, sheep, or goat, one cent. Every person crossing was also required to make change, in all cases where the toll shall amount to less than six and a fourth cents, or shall pay that sum.

According to the White County History, which was published in 1882 or thereabouts, "Webb's Ferry, formerly just below Grayville, is abandoned." However, in 1902, the ferry was reestablished by Crooks and Reynolds and has been in constant service, except during high water or ice on the river, since that time. During the time the ferry was not operated after its abandonment, a ferry was operated in Grayville.

Webb Ferry has changed hands a number of times in the past hundred--more or less--years. Dick Johnson, who at one time operated the boat, used a string of 3 horses as motive power.

Another operator of the boat, the late Charles Gilbert of Grayville, is reported to have changed the motive power to a gasoline engine.

Alva Reynolds is at present operator of the ferry, and is using a small towboat with a gasoline engine as the motive power to tow the boat to and fro on the river. For a time an under-water cable was used, but at the present time an overhead cable holds the boat on almost a straight line.

At one time an operator of the boat issued a token, made of aluminum, for a return trip. The token was not dated and did not contain any name except "Webb's Ferry."

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Kenneth Smith reports that in the May 28 edition of The American Weekly, there appeared the story of "The Honeymoon Murder," all about the murder of Sadie Cody. It was from this very lady that Mr. Smith obtained three examples (only 4 are known altogether) of the rare aluminum Sturgeon Bay bridge token (Wisc 870 A). Mr. Smith's escapades with regard to this event are given more fully in the September 1949 issue of The Fare Box.

## PRICES REALIZED AT SEATTLE AUCTION OF APRIL 9, 1954

1. Ill 220 B...	\$5.10	49. Mich 885 A...	NB	97. Del 900 A.....	\$1.01
2. Ill 600 B...	NB	50. NY 780 C.....	1.60	98. Fla 380 D.....	.51
3. Ill 130 C...	NB	51. Ohio 990 A...	NB	99. Fla 380 E.....	.76
4. Ia 230 B....	1.60	52. Pa 775 A....	.36	100. Fla 380 K....	1.00
5. Pa 515 A....	NB	53. Pa 775 A....	.35	101. Fla 380 N....	.35
6. Ind 930 B...	2.75	54. Pa 840 E....	NB	102. Ill 150 A....	1.75
7. Ind 650 B...	NB	55. Pa 840 F....	.35	103. Ind 20 A.....	1.50
8. Ind 650 C...	NB	56. Pa 985 A....	.46	104. Ia 300 H.....	.70
9. Cal 775 F...	NB	57. Pa 985 B....	.46	105. Ia 930 B.....	2.25
10. Cal 275 B...	NB	58. NY 780 C.....	1.26	106. Kan 980 B....	.85
11. Cal 275 A...	.40	59. Costa Rica...	.51	107. Ky 480 D.....	.25
12. Cal 275 A...	NB	60. Wash 10 A....	.75	108. Ky 480 E.....	.25
13. Cal 275 B...	NB	61. Wash 250 B...	2.15	109. Ky 480 G.....	.25
14. Ia 600 A...	NB	62. Alas 300 B...	2.75	110. Ky 480 H.....	.25
15. Md 60 K....	1.50	63. " 450 AFL....	.81	111. Ky 480 I.....	.25
16. Md 60 T....	2.15	64. Alas 900 B...	.50	112. Ky 480 J.....	.30
17. Md 60 U....	2.65	65. B.C. 800 A...	.25	113. Ky 480 K.....	.30
18. Mich 885 A...	.55	66. China 500 H...	.50	114. Ky 510 O.....	4.00
19. Ia 600 A...	NB	67. Ala 40 A....	1.25	115. Md 60 P.....	2.10
20. Ia 850 I...	NB	68. Ala 40 B....	1.35	116. Md 60 AM.....	2.00
21. Ida 440 D...	.31	69. Ala 560 E....	.75	117. Mass 50 A....	1.25
22. Minn 820 B...	NB	70. Ala 750 B...	.40	118. Mich 80 A....	.55
23. NJ 30 A....	NB	71. Ala 750 C...	.40	119. Mich 470 A...	1.50
24. NY 629 H...	NB	72. Ala 750 D...	.40	120. Mich 470 B...	1.50
25. NY 630 AH...	NB	73. Ala 750 E....	.40	121. Minn 540 G...	2.01
26. ND 320 C...	.40	74. Ala 750 F....	1.35	122. Mo 440 E.....	.66
27. ND 440 A...	NB	75. Ala 750 G....	1.05	123. Mo 830 A.....	2.01
28. ND 440 A...	.31	76. Ark 975 B...	.35	124. Mo 860 B.....	1.10
29. Pa 750 G....	2.25	77. Cal 100 A....	.60	125. Mo 860 C.....	1.10
30. Pa 840 E....	.30	78. Cal 100 A....	.55	126. NY 360 A.....	.76
31. Pa 425 C...	.36	79. Cal 100 B...	.55	127. Va 20 A.....	.50
32. Pa 455 A....	.30	80. Cal 100 C...	.25	128. NC 660 A.....	1.35
33. Pa 750 W....	.46	81. Cal 395 A....	.75	129. NC 670 A.....	.50
34. Alas 450 H...	.35	82. Cal 395 B...	.85	130. NC 980 E.....	.31
35. Alas 450 H...	.35	83. Cal 395 C...	.25	131. Ohio 10 E....	1.00
36. Wash 10 A...	.75	84. Cal 395 D...	.55	132. Pa 325 D.....	1.00
37. Fla 380 M...	.41	85. Angels Flt...	4.00	133. Pa 400 C.....	1.00
38. Pa 320 A....	NB	86. Cal 525 A....	1.05	134. Pa 400 D.....	1.00
39. Swed 800 BR	1.75	87. Cal 535 A....	1.15	135. Pa 725 F.....	3.15
40. NJ 30 A....	NB	88. Cal 535 B....	1.15	136. SC 110 A.....	1.01
41. Pa 325 D...	NB	89. Cal 535 C....	1.15	137. SC 240 C.....	.50
42. Cal 775 F...	NB	90. Cal 535 D....	1.15	138. Tenn 375 C...	1.10
43. NC 880 A....	.61	91. Cal 625 B....	1.56	139. Tenn 375 D...	1.10
44. Pa 70 A....	.75	92. Cal 815 B...	.55	140. Tex 255 F....	.50
45. Mex 150 C...	.51	93. Cal 950 B...	.35	141. Mass 115 A...	5.55
46. Ga 50 A....	.41	94. Colo 540 C...	.45	142. Md 60 J.....	1.00
47. Ida 640 B...	.31	95. Colo 540 D...	.35	143. Pa 750 AD....	3.35
48. Mich 80 A...	NB	96. Colo 860 C...	.31	144. Cal 625 B....	1.50

NB indicates "No Bid." In such cases, the reserve was simply too high for bidders. Where 2 tokens of same number are together, they usually were of 2 varieties. Tokens continue to bring good prices, well over catalog, but there were some sleepers in this auction, such as lots 33,80,127, all of which are worth more than they sold for. Auctions continue to be our best guide to the actual value of transportation tokens.

Business cards (raised letter printing) either black or blue ink, \$5.00 per thousand postpaid U.S.A. With cuts, \$5.50 per thousand. Be sure to mention The Fare Box when ordering.

R. L. Moore - 2400 Van Ness Ave. - San Francisco 9, Cal.

Have following tokens at 15¢ each. Would appreciate stamped env.

Minn 70 A B, 30 A B C. Iowa 600 B C (Z & SPZ); Iowa 600 D, 850 U.

R. F. Sanders - 4931 N. Mississippi Ct. - Minneapolis, Minn.

For sale at Check List prices: Cal 275 A B; Mass 115 N; Cal 320 F; Ohio 165 AB. Plus stamped envelope, self-addressed.

Virgil B. Wilson - 6026 E. Gardendale - Hollydale, Calif.

#### APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such admission is received by the Secretary by July 1, 1954, the applicants shall be admitted to membership on July 10, 1954.

175 Sherman A. Mahan - 302 North Sixth Street - Yakima, Washington  
Age 46, Accountant. Size of collection, 100.

176 Mrs. Lola Sellentine - 5725 41st Avenue, So. - Minneapolis 17,  
Age 49, Office Clerk. Size of collection, 100. /Minn.

#### REINSTATEMENT

149 Stanton L. Dow - 350 South Parfet - Lakewood, Colorado

Your Secretary is delighted with the response that members of the Association have made to the plea for new applications made early this year. As a result of your cooperation, we have so far received sixteen new applications at the rate of at least two each month. Keep up the good work.

\*\*\*\*\*

Nominations for officers of the A . V . A remain as they were in the May issue, with the exception that Mr. William E. Eisenberg has also been nomination for Vice President. He has not yet accepted officially, however.

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#### PARKERS LANDING, PA..

My personal inquiry amongst a great number of collectors fails to disclose the existence of the token listed as Pa 745 A. A token in my possession which at first appeared to be as this token is described, upon closer scrutiny, was found to be made of lead which had been copper-plated. I would appreciate it if any collector who believes he has Pa 745 A would communicate with me after examining this token in the light of what I have just said. If, within a reasonable time, it appears that no one has this token in copper, the necessary correction will be made to the description of this token.

- Max M. Schwartz



PITTSBURGH DISTRICT NOTES  
By Harry C. Bartley

The regular meeting of the Pittsburgh District Token Collectors was held on Sunday, May 16, at the headquarters, Room 1208 House Bldg, as scheduled. However, a strike of trolley and bus operators of Pgh Railways practically spoiled what would have been a good meeting. Only the Blacks and Bill Eisenberg were there on time, and your correspondent managed to arrive an hour late, after much bus riding and back-tracking. The other members were unable to make it at all, hence there was little business transacted and not much of anything else. It seemed that few thought the strike would come off or last any time, so no plans were made and we were stuck. Better luck next time.

As we have mentioned several times before, OUR NEXT meeting will be SUNDAY, JULY 18, 1954, at "HAGY ACRES" Farm, Magee Road, Sewickley Heights. We want everyone within driving distance of Pittsburgh to attend this meeting. Open to AVA members and their families, it is a chance to meet our Pittsburgh members and spend a day in the country. There is something to do for everyone; tennis, badminton, volleyball, etc.; even chairs and benches for plain loafing. Perhaps I should mention, too, that there will be "eats."

For those who are unable to drive, the Blacks and Bill Eisenberg will be at the House Building at 1:30 p.m. to pick them up. We ask that everyone contemplating going please drop a line to Bill Eisenberg - 2717 West Carson St. - Pittsburgh 4, Pa. (or to me). Let us know how you are coming, how many in your group, and the approximate time to expect you. We will send you full details, including a road map of the districts involved. Being handy to the Turnpike, Routes 19 and 88, it should be easy to reach.

All for this time; make your plans, let us know and come on.... leave the rest to us.

\*\*\*\*\*

SOME EARLY STAGE LINES  
By Ivan B. Cline

The stagecoach comes into a new country almost on the heels of the first settlers. They rattle over the stony roads or are dragged through the mud. Early in the Spring of 1820 a Mr. Foyles started a stage line from Vincennes to Louisville. This was the first stage service started in Indiana. This stage left Vincennes at 6 a.m., Wednesday and arrived at Louisville at 1 p.m., Friday. Returning, it left Louisville Saturday morning and reached Vincennes Monday evening. A branch line ran down to Evansville and, beginning September 5, 1820, the Union Line was opened from Vincennes to St. Louis. For more than twenty years stages made regular trips over this route. Now automobiles make this same trip in a matter of hours, a reminder that the day of the stagecoach is over.

\*\*\*\*\*

Mr. R. F. Sanders reports that Mason City, Iowa, now has a 15¢ cash fare. They still sell and accept tokens, but at 15¢ each with no special reduced token rate.

## PRICES REALIZED AT KENNETH SMITH'S APRIL AUCTION

The results of the second auction are in. The following lots received no bids: 33,34,35,37,57,59,65,68,74,77. The following lots went at catalog: 1,3,4,8,10,15,16,17,20,21,26,30,31,32,40,46,50,52,53,61,62,63,64,73,80,84,85,87,92,93,95,96,97,99,101,105,109,112,119,120,124,125,123. Lot 122 at 3¢ over catalog. The following lots at 5¢ over catalog: 2,6,7,19,23,24,25,35,41,51,60,70,76,86,90,91,94,100,111,113,115,116,118,114. Following at 6¢ over catalog: 49,55,67,72,88,107. At 9¢ over catalog: 22,28,34. Lot 83 at 7¢ over cat. At 10¢ over catalog: 12,13,27,39,47,71,78,108,117. At 11¢ over cat.: 9,11,54,82,89,110. At 15¢ over catalog: 5,14,29,43,44,45,58,103. Lot 104 at 16¢ over cat. Lot 102 at 20¢ over cat. At 25¢ over cat.: 56,98,106. Lot 81 at 21¢ over cat. Lot 121 at 26¢ over cat. At 30¢ over catalog: 18,38,69. Lot 79 at 31¢ over cat. Lot 48 at 55¢ over cat.

Lot 42, Mich 630 B, cataloguing 25¢ had a high bid by Nilson of \$3.79 followed by Jefferson's bid of \$2.35. It was awarded at \$2.40 according to the rules. There were several bids between \$2 and \$2.35 by some of the large collectors, followed by a majority of bids from \$1 to \$1.30, for Mich 630 B. The next heaviest bid was on lot 121 with almost all bids around 50¢. Lot 48 showed quite a few bids and quite strong bidding. Lots 106 and 56 showed quite a few bids. Lot 38 was a surprise by the large number of bids it drew.

The next auction, which I hope will be in the July Fare Box, will be of patterns, freaks, errors, and foreign. This is in response to Why the auction doesn't have something for the big collector and specialist. Anybody can submit any patterns, freaks, errors, at his own reserve. Foreign can be submitted at catalog, except scarce ones at reserve.

- Kenneth E. Smith

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## THE BUTE TAXI COMPANY OF WEST LEISNRING, PA.

By Max M. Schwartz

This line was commenced about 1923 by Fred Moore and Samuel Reed. Shortly thereafter, Moore purchased Reed's interest and operated the system for a number of years himself. In 1940, the line was purchased by J.C. Panzera, owner of Panzera Bus Service of Uniontown. In connection with such purchase, Panzera acquired all the physical assets of Bute Taxi Co., and what is most important to collectors, he also obtained all the tokens then available. The line is still in operation, but no tokens are used.

All available tokens have since been turned over to collectors. There were a quantity of the 10¢ tokens, but there were only four sets of the 15¢, 25¢, and 35¢ tokens.

This information has been made available to us through the courtesy of Mrs. J.C. Panzera.

-June 1954-

Supplement to Atwood's Check List

-page 59-

By Ralph Freiberg

CALIFORNIA

✓ Fresno 300 (reported by Basil Brandon)

FRESNO CITY LINES, INC. (BUS)

J WM 23 Dd

Good For One School Fare (bus)

\$0.10

Sacramento 715 (reported by John G. Nicolosi)

PACIFIC GAS AND ELECTRIC COMPANY HALF FARE

✓ R o A Oc Sd

(Streetcar) 101 (26mm)

3.50

ILLINOIS

✓ Rockford 755 (reported by Harry L. Porter)

ROCKFORD TRANSIT COMPANY ILL.

G WM 16 R

Good For One City Fare

.15

IOWA

✓ Ottumwa 740 (reported by Clyde A. Logsdon)

OTTUMWA TRANSIT LINES, INC. IOWA

L Bz 16 O

Good For One Fare

.15

NEBRASKA

✓ Grand Island 420 (reported by Gus Nilson)

G.I. TRANSIT CO.

H S 23 G

Good For One Fare

.10

NEW YORK

✓ Rockville Centre 785 (reported by R.K. Moulton)

CHILD'S FARE (BUS)

C WM 23 Bar

(Same as obverse)

.10

D WM 23 Bar

" " " (Bronze-plated)

.10

OHIO

✓ Lorain 475 (reported by Max M. Schwartz)

EMPLOYEE'S TRANSIT LINES, INC., LORAIN,

/OHIO E.T.L.

BT Bz 16 Dd

Good For One Fare

.15

✓ UNIDENTIFIED (reported by Harry C. Bartley)

48 B 29 Sd

W.F. CO. ROUND TRIP 40¢ (incuse)

(Blank)

\*\*\*\*\*

SAN ANTONIO RAPID TRANSIT STREET RAILROAD COMPANY

By Max M. Schwartz

Tokens in existence issued by the above company were formerly known as Mavericks 19 and 41. Information obtained from the Department of State, Austin, Texas, definitely confirms what had heretofore been believed by many collectors. This company was incorporated on January 5, 1889, with its principal place of business in San Antonio. Its right to do business was forfeited in 1896 for failure to pay franchise taxes.

I had been hoping that during this year I could have reduced the number of tokens that I needed, but seem to be adding more old ones to my want-list than ones I have been taking off of it. Another token to be added to my list is the Sacramento one listed in this issue. This was found in a coin dealer's shop by Mr. Nicolosi, so it just pays to keep on looking.

As was mentioned earlier in The Fare Box, that Rockville Centre token was made and then a wrong-size slot in fare boxes would not take them, and so they weren't used. Have another case where company had to go back to an old size token after the fare for school children was raised over 5¢. A lot of companies previously used a 21mm token for school fares and other convenience fares when such fare would register as a nickel. However, the day of the 5¢ fare is gone, so I doubt if we'll see any more 21mm tokens. Fresno has ordered some 23mm tokens for school fares, to fit the slot in the fare boxes, so the one reported in this month's issue is the same style and wording as one used about ten years ago, and it is possible that all the B and C tokens have been destroyed. Anyhow, in spite of being the same as tokens used ten years ago, the 300 J is a new issue.

Also have a token listed this month for the G.I. Transit Co. Being steel, I imagine this was made about 1943. Possibly all tokens should have had "Under 12 Years" in the 23mm size, but perhaps one batch got in with "Good For One Fare" so it's possible that the company, running short of other tokens, has also used them along with other 23mm tokens.

Tokens used in Rockford, Ill., and Ottumwa, Iowa, are new issues and both of these companies have changed hands in the past couple of years, so note the change of name on the tokens.

Have just received word from Mort Dawson that he has found some old tokens of Cleveland, Ohio. Some doubt exists as to whether they are 22mm or 23mm, so will list them next month. This is one size that always creates a lot of confusion. As most 22mm tokens are just slightly over 22 and a 23mm token is just slightly under 23, there has always been a little confusion over these. As I have already sent in the New Issue report, I'll let this ride till next month. Mort Dawson also has found a 16mm token from Forest Hill Bus Line. I am writing to a bus line outside of Mobile, Alabama, to see if it is from there, so should know by next month.

I guess we are all getting ready for summer vacations and may be away from home the first two weeks in June. Also, if I can make it I will try to get to Evansville. Note that the July issue will be slightly late as it will be done when Mr. Coffee gets home to Tacoma, in July, so anyone going to Evansville please contact Ivan Cline for hotel reservations and such, as soon as possible.

\*\*\*\*\*

Mr. Sanders reports there are at least 4 varieties of Minn 540 K. It comes with period and no period after Co., and wide & narrow slots in both, making 4 varieties. In addition, token with period after Co. has large TO. In addition to these that Mr. Sanders has, there may be still more varieties of this token.

F R A N C E

LYONS 500 (continued)

K o B 21 Sd

PORTS DE MARSEILLE (CREST)

Compagnie Lyonnaise Des Omnibus Bateaux  
 /Avepeur .25

MARSEILLES 550

A A 25 Sd

B A 25 Pc

C A 35 Sd

D A 35 Pc

TRAMWAYS MARSEILLE JETON NON REMBOURSABLE EN  
 /ESPECES BON POUR EN PARCOURS DE 15 CMES (Sc)  
 (Arms) .20  
 (Arms) .20  
 (blank)(25 CMES A on obv, not DE 15 CMES) .20  
 (like C)(both C and D are incused) .20

E A 35 Pc

TRAMWAY DE MARSEILLE JETON NON REMBOURSABLE  
 /EN ESPECES VALABLE POUR EN PARCOURS 25 CMES A  
 (Blank)(incuse letters on obverse) .20

F A Sd Sd

DOUANES TRAMWAYS MARSEILLE  
 (same as obverse) .50

NANTES 575

A o Z Tr Sd

B o Z Sq Sd

C o Z Sq Sd

D o Z Hx Sd

E o Z Sq Ch

F o A Hx Sd

G o A Sq Sd

H o A Tr Sd

TRAMWAYS DE NANTES 30c  
 (same as obverse)(counterstamped TN) .20  
 5c (5c on obv, not 30c)(Sc)(21mm)(TN) .20  
 10c (10c on obv.)(Sc)(25mm)(TN)(2 var:  
 /large & small C) .20  
 15 C. (15 Cmes on obv.)(26mm)(lge & sm C) .20  
 20c (20 Cmes on obv.)(25mm)(4 var. of C) .20

CIE DES TRAMWAYS DE NANTES 15c  
 Bon de Transport 15c Non Remboursable en  
 /Especes (26mm) .20  
 (like F, but 20c)(25mm) .20  
 (like F, but 30c)(rounded corners)(dies) .20

I o A 30 Sd

J o A 30 Sd

COMPAGNIE DES TRAMWAYS DE NANTES BON DE  
 /TRANSPORT  
 Compagnie des Tramways de Nantes 50c  
 /Non Remboursable en Especes .25  
 (like I, but 40 stamped over 50) .25

K Z Oc Sd

L Z 25 Sd

M WM Sq Sd

N Z 28 Sd

MESSAGERIES DE L'OUEST NANTES 10c  
 10c M.O. (23mm) .20  
 15c M.O. (15c on obverse, not 10c) .20  
 20c M.O. (20c on obverse, not 10c) .20  
 25c M.O. (25c on obverse, not 10c)(Sc) .20

O o B 17 Sd

CIEGALE DES OMNIBUS DE NANTES  
 Dimanches et Fetes Exceptes (horse & car) .50

P o B 19 Sd

GALE DES OMNIBUS DE NANTES BON POUR 10 PLAGE  
 Dimanches & Fetes Exceptes (omnibus)  
 /(10-sided) .75

PARIS 650

			TRANSPORTS EN COMMUN REGION PARISIENE NON	
			/REMBOURSABLE EN ESPECES (CAR)	
A o A	Sq	Sd	Bon Pour un Parcours Valable Jusqu'au 31	
			/Decembre 1921 A 25c	.20
B o A	25	Sd	(like A but 'BUS' and '35c')	.20
			CHEMIN DE FER DU BOIS DE BOULOGNE REMBOURSABLE	
			/JUSQU'AU 31 DEC. 1921 20c	
C o A	29	Sd	(arms) 1921 L. Cheron	.50
			THCE (in monogram)	
D o K	22	Sd	{blank}(5 on obverse)(incuse on obverse)	.50
E o K	27	Sd	{blank}(10 on obverse)(incuse on obverse)	
			TRAMWAY DE PARIS A ROMAINVILLE SERVICE DE LA	
			/VOIE	
F	B	31 Sd	(blank)	.50
			COMPAGNIE A DES BATEAUX A VAPEUR OMNIBUS	
			/SERVICE DE LA SEINE	
G	B	25 Sd	Trajet Partiel Place Entiere 20 Cent'ms	.20
			SERVICE DE LA SEINE TRAVERSE DE PARIS	
H	B	Sq Sd	Compagnie des Bateaux Vapeur Omnibus	.20
			TROTTEMENT ETMAHY PT. ST. LOUIS	
I	B	26 Sd	Bateaux Du Progress Paris	.20
			BEARNAISE UME COURSE	
J	K	23 Sd	(crest)	.20
			ENTREPRISE GLE DES OMNIBUSES S & O	
K	Pt	26 Sd	Bon Pour Une Place Sans Bagage 50	.20
			MAISON BU BON GENIE CREDIT A TOUT LEMONDE	
			/9 RUE DE LA DOUANE, 9 PARIS	
L	B	Hx Ch	Compagnie Des Bateaux-Omnibus (27mm)	.50
			BATEAUX PARISIENS	
M	B	Sq Ch	(blank)(27mm)	.50
N	WM	24 Ov-sc	20c	.50
			MONTAGNES RUSSE TIVOLI	
O	B	23 Sd	Contremarque Et'Baubet (10-sided)	.50

POITIERS 700

			DILIGENCES POUR POITIERS TOURS RICHLIEU	
			/ET CHINON	
A	K	24 Sd	Torsey a Chaterillaud Hotel de l'Esperance.	.50

ROUEN 800

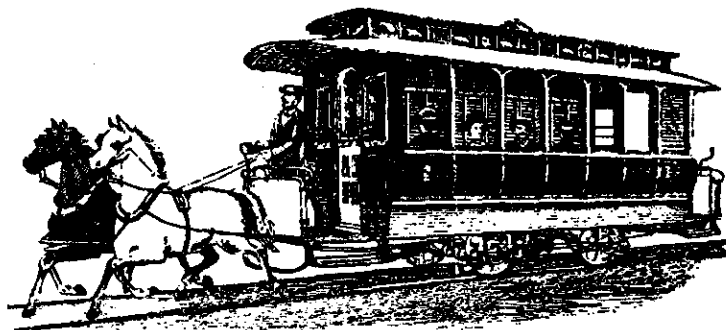
			TRAMWAYS DE ROUEN (SEAL)	
A	B	Oc Sd	Bon Pour Une Section Banlieue Class Unique.	.50
B	L	Oc Sd	" " " " Classe Unique	.50
C	A	Oc Sd	" " " " Seconde Classe	.50
D	WM	Oc Sd	" " " " " "	.50
E	K	Sq Sd	" " " " Banlieue	.50
			TRANSBORDEUR DE ROUEN	
F o WM	25	5-sc	(Blank)	.50

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

Associate Editors  
Harry C. Bartley  
Robert M. Butler  
Harold Ford, Jr.



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VOLUME 8

JULY, 1954

NUMBER 7

I know the entire membership of the American Vecturist Association joins me in extending our deepest sympathy to Mr. R. K. Frisbee, our Treasurer, on the occasion of his wife's death. Mrs. Edna Frisbee passed away on July 5. She was 53.

The Association Convention will meet August 7 and 8 at the Vendome Hotel, 24 Northwest 3rd Street, Evansville, Indiana. All rooms are air-conditioned, and this will be welcome news to those midwestern members who have been cooking in the heat the past few days. Mr. Cline extends welcome to all collectors and we all look for a big turnout this time. Mr. Cline will be at the hotel all day on the 6th to meet arriving members, and if you miss him, his phone number is 59802.

Inasmuch as no nominations except for the present slate of officers have been received (Mr. Eisenberg having declined), we shall have the same officers for the coming year as have served us during 1954. They have all done excellent jobs and we may look for a continuation of their excellent service in the months to come.

The August issue of this publication will definitely be mailed on the 5th of that month, so please have material here by the first. Henceforth, I hope to have all issues mailed by the 5th of the month, so the first will be the closing date from now on.

The two issues that will be mailed from Tacoma must be limited to 8 pages each due to high mimeographing costs, hence some important material that should have appeared in this issue will have to wait a month. And this reminds me:-

UNTIL SEPTEMBER 10, 1954, SEND ALL MAIL INTENDED FOR THE FARE BOX TO:  
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

## RALPH FREIBERG'S COLUMN

Have just made a short trip to Chicago and got to Milwaukee to see a couple ball games there. On the plated tokens of Chicago, they are used for a convenience rate. Only the 16mm tokens were plated as some of their fare boxes will only take the small tokens or a dime, so all the 23mm tokens have been sacked up and stored away in a warehouse. I see I pulled a boner by not getting some extras of the 23mm token as it seems quite a few collectors still need this item. Have come home with some extras of the 16mm plated ones. On tokens listed this month, have listed the size of the Cleveland tokens as 23mm, but on this part we could be mistaken. Also am working on a sort of scale for measuring tokens along with Cecil Jefferson and Morton Dawson to make a measuring device to eliminate some guesswork on some of these measurements so more on this later on. Note another one of the ferry tokens by Ivan Cline. He says this is only one of these that he has, so no use writing him for any dupes. As far as he could find out, this token was used 40 or 50 years ago. Have picked up a token for Cheboygan Transit Company and a letter written there by John Nicolosi got the answer that all tokens were thrown away. So if this token listed is a sleeper or not is not known at this time. So if anyone can get any information on this it will be appreciated. Token from Rapid City, S.D.: this company is run by people named Hyde who used to run a bus company in Aberdeen. Note Hyde Hub tokens of Aberdeen and some of these tokens are also used now in Rapid City along with the new one reported. The H in center stands for Hyde. Token out here from California for Mare Island Ferry: this token has been in use over a year and only 30 miles or so from San Francisco and believe it or not, we found it in an exchange of tokens from a company in the Middle West. Would have had some dupes but on trip up there on a Sunday the ferry doesn't run then or on holidays. This ferry is about a  $\frac{1}{4}$  mile run, coming across the stream between Vallejo and Mare Island. Chris Cook has come up with a 23mm token for Sackett Lake Bus Line. If anyone has any information where Sackett Lake could be, please report it. I also have one for Cody Transit Co., a 16mm token with a C in ball on it. However, don't think this is for Cody, Wyoming, but elsewhere. Also a token for Model Bus with an RC in ball on it, a 16mm Bz token. On the Danbury token, this company is same one as in Bridgeport and runs buses in both places. So evidently another batch of tokens ordered without any silverplating on them. The Citizens Stage Line token was used on Superior Ave. in Cleveland, according to information given to Mort Dawson. The Peru, Ind., company token is one used by a company that has taken over operations of the firm formerly run by Leppert Lines of Columbus, and would imagine that the tokens listed under Columbus were also once used in this city. Lincoln, Nebr., is run by National City Lines. Seems some of these companies had school tokens as well as adult fare tokens in the same size, so probably some new counting machines result in need for a different size token. In the past year we have had school tokens like this for Saginaw, Bloomington, Danville, and now Lincoln. I don't know if any others, but maybe it would pay to watch some of the other lines run by this outfit where the adult fare token is the large size.

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Richard Atkins sends us a clipping reporting that in March the bus company in Galesburg, Ill., was seized by the government for tax claims. Consequently that city of 32,000 was without service. Frantic city officials have attempted to get buses rolling again, though.



To The Executive Board of the American Vecturist Assn (June 25)

Fellow Board Members:

This is my final letter before our convention to be held at Evansville August 7 & 8 at the Vendome Hotel. May I have the pleasure of meeting you all there in person along with several members I have not had the pleasure of meeting?

Points of interest at the present time are:

1. I have received official notice from the Secretary that the present slate of officers were renominated and all have accepted their nominations respectively. A lone nomination of Mr. Eisenberg to Vice President was registered. Mr. Eisenberg has declined the nomination in favor of the present incumbent, therefore no contest to the present slate exists. Nominations closed June 6.

2. My appointments of Kenneth Smith, co-chairman, Basil Brandon, and Frank Greene and myself as Chairman on a Foreign Check List Committee have been accepted and the ball is starting to roll. Best of luck to each and may a complimentary list be realized in the coming year. We solicit the help of all members on this project. A report, I trust, will be ready for the convention concerning activity on this line.

3. My appointment of Ralph Freiberg, Chairman; Eroy Kimmons, and Don Johns, on a 'U.S. Supplement List Committee' has also received acceptance. Best of luck to this group also. I trust that a report may also be forthcoming on activity of this committee in time for the convention.

4. I have received a report from Bob Butler whom I appointed Chairman of the Emblem Committee. It shall be read at the convention. Thanks to Mr. Butler, Mr. Chesney, and Mr. Whitfield for their investigation in this matter. I trust that the members shall adopt a seal adaptable for an emblem cut as well as a stamp. I have solicited Ed Levy's permission to present again his black and white drawing as a base.

5. I have news that Roland Atwood shall soon be in our midst again. I'm sure that the committees I have appointed to work on the lists, with his help, can formulate a really fine Foreign and Supplement list. Let's all hope for the best results and may all cooperate in these great projects.

Directives to my fellow officers are:

1. Seeing as this is my final letter to the Board before convention time, I wish to direct each officer to prepare a written report of the fiscal year starting Jan. 1 to July 1, 1954. I wish to have these reports in my possession before the convention where they will be read. The Secretary and Treasurer reports will be submitted to an auditing committee who will make their report on the 2nd day of the convention.

2. In order to reflect the true financial standing of this club, I hereby direct each officer and the Editor of The Fare Box to send me a statement of their expenditures from Jan. 1 to July 1, 1954, in order that these disbursements may appear in the Treasurer's Report to be read at the convention. May I hear from each officer in the near future, accompanied by an itemized statement of their expenditures, if any. I also request an estimation from the Editor for the coming 6 months, on the cost of putting out The Fare Box.

Propositions: In respect to Point of Interest #1 above, containing notice of No Contest against the present slate of officers, that the formality of sending out ballots to the members may be dispensed with. This will save much effort and time. I therefore propose:

Proposition 6: The President be authorized to direct a member present at the convention to cast one ballot in favor of the present slate. This is quite customary in cases where there is no contest.

I have here a letter from Mr. Coffee dated May 19, requesting \$16.50 for 1,000 mastheads immediately, for the June issue. I have authorized our Treasurer to send this amount to John in my letter of the 28th to the Treasurer. I therefore propose:

Proposition 7: My authorization of a check of \$16.50 paid from the treasury by the Treasurer to John Coffee receive acceptance from this Board to the emergency request.

In respect to Directive #2 concerning officers' statements of expenses I hereby request the Board vote concerning authorization of myself that these expense accounts be taken care of by the Treasury, in order that the Treasurer's account can be brought up to date, and that his records will reflect this organization's true financial standing at the time of the convention. I therefore propose:

Proposition 8: The President have power of authorization concerning payment of officers' itemized expense accounts from the treasury on or before July 1 of each fiscal year, in order that the Treasurer's records show this organization's true financial standing.

I respectfully request your vote on the above 3 propositions in the near future. I believe the last proposition #8 automatically comes under my power under the Constitution, however due to the changeover of officers at the time of the convention I felt this step necessary in my behalf, as well as recommending that the records show our true financial status.

As a finis to my message I wish to thank each and all of you for the fine cooperation and support you have given me. I trust that we can again work together on such a basis in the coming year. May I compliment each of you on the fine work accomplished in your department. I feel that our organization is growing rapidly the past 6 months due to your efforts and also our many members' efforts. May our enrollment reach 200 in 1955 and may we all prosper therein. Best of wishes to each and all of you and May I meet you at Evansville.

Respectfully submitted,

QUINCY A. LAFLIN, President.

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#### THE MORIAH PLANK ROAD TOKENS

By Max M. Schwartz

The Moriah Plank Road Company was incorporated on December 2, 1850. On December 7, 1850, it filed a Plank Road Notice as required by law. On October 3, 1854, a notice was filed that it had removed its office. On April 6, 1857, it filed notices to Heman Barton and Hiram McKenzie, as required by law, that it was acquiring their property. On November 20, 1858, two reports of inspectors were filed.

The above information is acquired from searches made in the office of the Department of State, Division of Corporations of the State of New York and Essex County Clerk's Office.

Supplement to Atwood's Check ListBy Ralph FreibergALABAMAMobile 560 (reported by Morton Dawson)  
FOREST HILL BUS LINE

X WM 16 Ch Good For One Fare \$0.15

CALIFORNIAVallejo 945 (reported by John G. Nicolosi)  
MARE ISLAND FERRY

M Bz 23 M Good For One Fare .15

CONNECTICUTDanbury 85 (reported by Richard Atkins)  
WHITE LINE BUS CORP. W

C B 23 Sd Good For One Fare W .15

ILLINOISChicago 150 (reported by Eroy L. Kimmons)  
CHICAGO TRANSIT AUTHORITY CTA

X WM 16 Ball Surface System Token CTA (bronze-plated) .20

Franklin Park 315 (reported by Harry Porter)  
TRANSIT TOKEN

B WM 23 Star-sc Good For One Fare ?

INDIANAPeru 740 (reported by Chris Cook)  
PERU TRANSIT LINES, INC. (BUS)

A WM 23 Ball Good For One Fare (bus)(2 slots) .15

KENTUCKYLexington 480  
LEXINGTON RAILWAY SYSTEM KENTUCKY (BUS)

S WM 23 Sd Good For One Fare (bus)(new style bus) ?

Owensboro 670 (reported by Ivan B. Cline)  
OWENSBORO FERRY CO. F.T. ROUNDS MGR.

G o A 25 Sd Good For One Crossing 3.50

MICHIGANCheboygan 170  
CHEBOYGAN TRANSIT COMPANY C

A o WM 16 Ball Good For One 10¢ Fare C ?

NEBRASKALincoln 540 (reported by John Nicolosi)  
LINCOLN CITY LINES, INC. (BUS)

Y Bz 16 Ball Good For One School Fare (bus)(2 slots) .10

OHIOCleveland 175 (reported by Morton Dawson)  
BROOKLYN LINE ONE FARE

X o Ck 23 Sd (same as obverse) 3.50

Y o Cb 23 Sd (same as obverse) 3.50

Z o Ce 23 Sd (same as obverse)(2 on both sides) 3.50

CITIZENS STAGE LINE

AA o Vr 23 Sd West Side 3.50

-July 1954-

-page 68-

PENNSYLVANIA

Homestead 463 (reported by Bill & Corinne Black)  
DEBOLT TRANSIT CO. HOMESTEAD, PA. D  
A A 19 Sd Good For One Fare D ?

SOUTH DAKOTA

Rapid City 780 (reported by John Nicolosi)  
RAPID TRACTION COMPANY  
D Bz 16 H Good For One Fare \$0.15

TEXAS

Houston 445 (reported by Lee Pierson)  
YALE STREET TRANSPORTATION CORP. Y  
J o WM 16 Ball Half Fare Token Y .10

UNIDENTIFIED (reported by (49) Dawson, and (50) Cook)

GOOD FOR ONE FARE CITY BUS LINES (BUS)  
49. WM 23 Bar Keel & Bennett Insurance Agency (bus)  
SACKETT LAKE BUS LINE (BUS)  
50. Bz 23 Bar Good For One Fare (bus)  
GOOD FOR ONE FARE MODEL BUS R C  
51. Bz 16 Ball Good For One Fare Model Bus R C  
GOOD FOR LOCAL ZONE RIDE  
52. B 20 Sd Good For  $\frac{1}{2}$  Fare

DOUBTFUL AS VECTURE

2131 E. LAKE ST. (STREETCAR)  
B 20 Sd Good For 5¢ In Trade

\*\*\*\*\*

Will trade 2 15¢ tokens for 1 25¢ token (cat. value). Send yours,  
mine will follow.  
John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.  
Have 82 different tokens which I will sell for \$5.00 cash, also have  
one hundred different which I will swap for 100 diff. Send 'em along.  
Albert P. Webster - 2827 Worthington St. - Houston 16, Texas  
For sale - all at Check List - Ind 460 R; Mass 305 B; NY 505 A; Ohio  
165 U,Y, 815 A; Wash 780 J. Have at least 3 of each. Postage please.  
Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.  
TOKENS FOR STAMPS - will exchange a Calif 650 A for 100 canceled U.S.  
commems or high values. Not more than 5 of any one kind. No smear  
canceled or off-centered. Send more, if you wish, excess will be re-  
turned.  
R. L. Moore - 2400 Van Ness Ave. - San Francisco 9, Calif.

APPLICATION FOR MEMBERSHIP

The following application for membership, together with the ad-  
mission fee and dues, has been received by the Secretary. If no  
written objection to such admission is received by the Secretary by  
August 1, 1954, the applicant shall be admitted to membership on Aug-  
ust 10, 1954.

177 Atwood L. MacDonald - 480 Elm Street - San Diego 1, California  
Age 58, Hotel Owner. Size of collection, 800.

CHANGE OF ADDRESS

166 Richard K. Atkins - P.O. Box 296 - Glenville, Connecticut

F R A N C E

ST. ETIENNE 850

				TRAMWAYS A VAPEUR DE ST. ETIENNE BELLEVUE	
				/TERRASSE 10c	
				St. Etienne Firminy Rive-de-Gier et Extensions	
				/(arms)	\$0.20
				CIE DES CHEMINS DE FER A VOIE ETROITE ST.	
				/ETIENNE ET EXTENSIONS	
				Reseau Urbain et Suburbain Section a 10c	
				/(Mfg's name)(30mm)	.20
A o WM Oc Pc				(like B)	.20
				CIE DES CHEMINS DE FER A VOIE ETROITE ST.	
				/ETIENNE 15c	
B o A Oc Sd				Bon Pour Tout Parcours 15c (22mm)	.20
				(like E, but 20c on both sides)	.20
				(like D, but 3c)	.20
				(like E)	.20
C o A Oc Pc				TRAMWAYS A VAPEUR DE ST. ETIENNE T.S	
				Bellevue Terrasse 10c	
				CIE DES CHEMINS A VOIE ETROITE ST. ETIENNE 20c	
				Bon Pour Tout Parcours a 20c	.20
D o Z Sq Sd					
E o B 24 Sd					
F o A 25 Sd					
G o B 24 Sd					
H o A Oc Sd					
I o A 24 Sd					

ST. MALO 875

				SOCIETE DES TRAMWAYS BRETONS ST. MALO 1921 (ENGINE	
				5c (Mfg's name)	.20
A A 21 Sd				10 Cmes "	.20
B A 27 Sd					

TOULON 900

				TRAMWAYS DE TOULON RESEAU URBAIN NON VALABLE	
				/SERVICE DE NUIT & JOURS FERIES	
				Bon Pour Un Ticket Correspondant au Prix d'une	
				/Section 1- 1-28	.35
A B Sq Sd				OMNIBUS DE TOULON M.M	
				(blank)	.35
B B 25 Sd					

TOULOUSE 925

				DEPARTMENT DE LA H'GARONNE TOULOUSE 1922	
				/1927 BP 25c	
				Union Latine Comite du Sun Ouest (sailboat)	.25
				(like A, but 10c)	.25
				(like A, but 1922 1930 BP 10c)	.25
				(like A, but 1922 1933 BP 10c)	.25
				(like A, but 5c)	.25
				(like A, but 1922 1933 BP 5c)	.25
A A 26 Sd					
B A 23 Sd					
C A 23 Sd					
D A 23 Sd					
E A 20 Sd					
F A 20 Sd					

VESOULE 950

			VESOUL (HAUTE-SAONE) 0.05 (Sc)	
A	B	20	Sd	Societe Cooperative Des Employes de Chemins
				/de Fer 0.05 .25
B	B	24	Sd	{like A, but 0.10} .25
C	WM	18	Sd	{like A, but 0.50} .25
D	WM	23	Sd	{like A, but 1 F} (not Sc) .25
E	WM	27	Sd	{like A, but 2 F} " .25
F	WM	27	Sd	{like A, but 5 F} " .25

E G Y P T

CAIRO 200

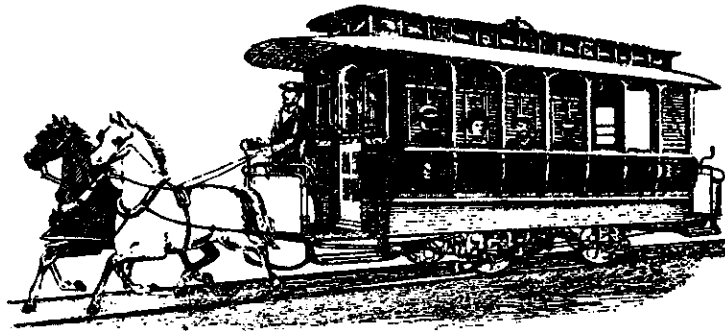
			TRAMWAY DU CAIRE (STAR & CRESCENT)	
A	q	A	22	Ch
B	q	A	22	Ch
				Bon Pour Une Course & Tarif Normal TC 1920 .50
				" " " " " " 1925 .50
C	o	A	22	Ch
				TRAMWAY DU CAIRE 1927
				Lignes de Chizeh Bon Pour 4 Sections .50
D	q	A	22	Sd
E	o	B	22	Sd
				TRAMWAY DU CAIRE 6 M/M
				Telephone de L'Etat E.S.T. .75
				" " " " " " .75

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
American Vecturist  
Association

Associate Editors  
Harry C. Bartley  
Robert M. Butler  
Harold Ford, Jr.



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VOLUME 8

AUGUST, 1954

NUMBER 8

Until September 1, 1954, send all mail intended for THE FARE BOX to:  
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

As this issue goes into the hands of the U.S. Mails, the A.V.A. will be meeting in convention in Evansville. Complete details of the meeting will be included in our September issue, the closing date for which will be September 1. After that date, please send all mail to the Boston address, for I shall be leaving shortly thereafter via the Northern Pacific Railway.

There is an interesting and important article inside on the Ohio Bus Line Company. This article was received some time ago and the contributor neglected to put his name on it. Meanwhile it has been lost in the shuffle. If the writer will please contact me, I shall see that proper credit is given in the next issue.

Mr. R.K. Moulton has asked me to announce that he cannot obtain any of the "CHILD'S TOKENS" from the Rockville Centre, N.Y., company, and consequently any orders sent him cannot be filled. Company has only about 25 of them on hand, he says. He also adds that the correct size of that token is 24mm and not 23mm.

Readers will find another long list of corrections to Atwood's Check List inside this issue. We have had hundreds of corrections since the List was printed, but it should be noted that nearly all of them have been very minor ones, and for the most part the List is an exceptionally accurate work. We continue to run lists of minor corrections of commas, etc., because we want the List to be as near to perfection as possible. It is our fervent hope that some day we will have a Foreign Check List that approaches the accuracy of the U.S. one. Meanwhile, keep track of your corrections to the Foreign List so that they may be submitted to the Committee that will eventually produce that much longed-for magnum opus.

# THE OHIO BUS LINE COMPANY TOKEN

In January, 1951, I visited the offices of the Ohio Bus Line Company in Cincinnati hoping to look through their strays and find some of the obsolete Cincinnati tokens. I was told that the company never received strays because they used no tokens. Some months earlier, a token, the present Ohio 165 AB, had been reported and attributed to Cincinnati. None of the persons I talked to had any knowledge of such a token although one fellow did remember a small envelope of strays in his desk, which he located and gave to me. Most were manufacturers' samples, but there were several 165 AB. No one had seen them before.

I often wondered about the origin of these tokens, but only recently found it. The Ohio Bus Line Company of Cincinnati used the tokens but instead of being used in Cincinnati they were used in Dayton. The Ohio Bus Line Company operates a number of suburban and interurban lines in the large urban district lying between Cincinnati and Dayton. The line using the tokens, which are now obsolete, was about five miles long and ran between Dayton and Southern Hills. This latter town is now known as Kettering, Ohio.

It might be appropriate to mention that my experience in this matter illustrates what might be called laws governing evaluation of evidence based on a person's memory and recollections. In general, negative information may or may not be accurate and in most cases could be safely disregarded but positive information is usually accurate. This is of course over-simplified, but most collectors have probably been told that a certain token or company never existed when their informant could more truthfully have said that he couldn't remember, or didn't know.

\*\*\*\*\*

## THE WARRICK COUNTY CENTRAL PLANKING ROAD COMPANY By Ivan B. Cline

In 1837, by a special act of the Legislature, the two rival towns of Mt. Prospect and Sprinklesburg, including a flat-iron shaped piece of ground between them, were consolidated and named Newburgh, Ohio. (Originally "Newburgh," the 'o' was later dropped.)

The division of old and the formation of new counties brought about changed boundary lines, and the General Assembly in March, 1818, provided for the removal of Warrick's seat of government from Darlington to Boonville, a point nearer the center of the county as then constituted. There followed the need for better roads leading to the new county seat; and as nothing was more plentiful than trees, the Warrick County Central Planking Road Co., with Mr. A.M. Phelps of Newburgh as President, built an improved, up-to-date plank road between Newburgh and Boonville at a cost of some 12 to 15 hundred dollars a mile. Tolls collected at entrance gates in each of the two towns provided funds for maintenance and repairs. This road provided farmers for many miles and in every direction more direct contact with shipping facilities of our river boats, thus bringing added business and activity to the "burgh" as it was often called.

Tokens are known to have been used on this road, but as yet I have been unable to locate anyone who possesses any of them.



## KENNETH SMITH'S PRIVATE AUCTION

All bids for tokens in this auction must be received by Sept. 4, 1954.  
 Kenneth Smith - 1212 West 92nd St. - Los Angeles 44, Cal.

Lot no.	Atwood Number	value	Lot no.	Atwood Number	value
1	Brazil 150 A	.50	31	Pa 165 E (alum pattern)	1.25
2	China 500 H	.25	32	NY 770 C copper stripe obv	.25
3	Czechoslovakia 750 A	.25	33	NY 770 C copper stripe rev	.25
4	England 30 J	2.50	34	Pa 750 G (both types)	2.75
5	90 D	1.00	35	Mo 440 E (no star pattern)	1.25
6	90 E	1.00	36	Gaffney, SC, zone check	
7	300 F	1.50		/Fr 27 Sd Zone 3	.25
8	490 D	1.00	37	Cal 575 A (both types)	2.50
9	770 A (43 on rev.)	1.50	38	Cal 775 B (stamped on both	
10	Germany 400 C	.25		/sides)	NO RESERVE
11	800 A	.75	39	Cal 985 C (solid freak)	.35
12	800 B	.75	40	Cal 985 D (solid freak)	.35
13	800 C	.75	41	Maverick #31 (both types)	.30
14	Guatemala 300 D	5.00	42	Angels Flight Ry. Co. 1932	
15	Italy 600 A	.25		/Bz 18 Sd	.50
16	Scotland 450 I	.60	43	Like Lot 42 but B 18 Sd	.50
17	South Africa 200 A	.25	44	Like Lot 42 but A 18 Sd	.50
18	Sweden 800 N	1.50	45	Like Lot 42 but A 18 Ch	.50
19	800 AC	2.00	46	Ga 70 A (4 varieties)	.60
20	800 AE	1.00	47	Mich 680 E (2 varieties)	.30
21	800 AI	1.50	48	Miss 720 C, but in 15mm	.25
22	800 AJ	1.25	49	New York City Transfer Sys-	
23	800 EM	1.50		tem (error) Bz 23 Sd	.50
24	800 FW	1.00	50	ND 600 B (both varieties)	2.00
25	Turkey 300 A	1.50			
26	Texas 985 B	.25		DO NOT BID BELOW THE VALUES	
27	Alaska 450 A (2 types)	.30		LISTED, AS THESE ARE RESERVE	
28	Hawaii 540 E (2 types)	.30		PRICES AND NO BID BELOW THEM	
29	Ore 700 G (solid freak)	.50		WILL BE CONSIDERED.	
30	Ore 700 H (solid freak)	.50			

This auction consists of patterns, freaks, unusual items and some scarcer foreign tokens. Lot 4 is the 1861 Birkenhead Ferry token, rarely offered for sale. Lot 14 was issued, as far as I know, to commemorate opening of the horsecar line and was redeemable for fare. It has a platina covering like that found on silver coins, and appears to have a high silver content. This is the only silver fare token offered for sale in a long time, to my knowledge. Lot 34 comes with the normal oval reverse and the reverse oval reverse. Lot 37, the 7 window token has a small straight cut along one edge. Lot 49 is the error where it says TRANSFER instead of TRANSIT. Lot 50, the one without aluminum rim is a light blue in excellent condition; the one with alum rim is a darker blue in poor condition and letters MINOT, N.D., are 50% larger than in the light blue; this lot is "as is" for bids. This will probably be my first and last attempt to make an auction for the specialist because of the near impossibility of getting above tokens or any other specialized tokens from AVA members or other sources for auction. This auction closes September 4, 1954, promptly at 11 A.M.

Following tokens for sale at 25¢ to earliest postmark: Mexico 700 C; Ala 220 C; Ga 50 A, 240 A; Calif 835 D; Mich 225 D; Minn 245 A thick & thin (25¢ each); NJ 885 A; NY 305 A, 505 A, 631 D; NC 290 B C; Ohio 440 C; Alaska 450 H; SD 10 A; Sweden 300 BY, 350 F D E; 800 HJ HG HD HM HN HU.

TOKENS FOR STAMPS - will exchange Calif 545 A for 40 used U.S. commemorative stamps, Calif 545 B for 60 stamps, or the pair for 100 such stamps. Any excess you send will be returned.

R. L. Moore - 2400 Van Ness Ave. - San Francisco 9, Cal.

For Sale to Highest Bidder: My collection of 4,000 U.S. & Possessions tokens, catalogued at \$1,380. I reserve the right to reject any or all bids. Bids must be postmarked not later than August 31, 1954.

Eroy L. Kimmons - 521 East Live Oak St. - Austin 4, Texas

For sale: Pa 15 B; Dela 900 A; Ky 510 AA; all issues of THE FARE BOX from December, 1950, to date; one slightly marked copy of Atwood's Check List, good for an extra. Make offer on individual items or entire lot.

Harry C. Reynolds - 1025 Morgan Avenue - Drexel Hill, Pa.

Following tokens for sale at 20¢ each (cat. price) to earliest postmark: Costa Rica 700 B D; Denmark 50 H; France 200 A B, 500 A, 575 D, 650 A car 44, 650 A car 57; Germany 135 A, 360 A, 550 A, 800 D F M R X AA AM AK AP AU; 880 A; England 90 P Z, 210 B, 210 C, 300 R, 350 G H J, 340 G, 420 F, 470 T, 500 U V AA AF Z AD AC, 510 A B, 540 E F J, 580 E F, 610 B D G, 650 C, 700 M, 720 C D, 750 Q, 770 H, 790 A; Ireland 150 H J T; Scotland 100 T, 300 F, 450 AI AK AS AY AT AZ BA BE; Italy 600 E; Norway 800 J M; Sweden 300 CG CE CB, 380 I, 520 D E F.

Kenneth Smith - 1212 West 92nd St. - Los Angeles 44, Cal.

#### APPLICATION FOR MEMBERSHIP

The following application for membership, together with the admission fee and dues, has been received by the Secretary. If no written objection to such application is received by the Secretary by September 1, 1954, the applicant shall be admitted to membership on September 10, 1954.

178 Gilbert F. Ziemann - 1016 So. 64th Street - West Allis, Wisconsin  
Age 42, Machinist. Size of collection, 150.

\*\*\*\*\*

If any reader knows the current address of Mr. W. Gordon Robertson, kindly inform the Editor of The Fare Box.

\*\*\*\*\*

#### THE ABBOTSTOWN & YORK TRANSIT COMPANY

By Richard K. Atkins

I think the initials on Pa 440 E stand for Abbotstown & York Transit Co. This firm operated mainly as a charter bus line just north of Hanover, Pa., often hauling groups of people to a country inn at Abbotstown in the 1920's. This I recall from the days when I lived in York, Pa. Later the company expanded and handled local service from Abbotstown to York and Hanover, Pa. Later the company was absorbed by another firm, the Adams Transit Company, which is still in existence. This latter company is still mainly a charter company, doing group hauling and local school bus work, but I think they do have a route from York through Hanover and Spring Grove in York County to Littlestown and Gettysburg in Adams County. The last I knew, the Adams people had a headquarters in York, with a garage and shops in Littlestown.

-August 1954-

-page 75-

Supplement to Atwood's Check List

By Ralph Freiberg

OHIO

Hamilton 385 (reported by John Nicolosi)  
HAMILTON CITY LINES, INC.

B WM 16 H-sc Good For One Fare (Bronze-plated) \$0.15

PENNSYLVANIA

Ellwood City 340 (reported by Chris J. Cook)  
ELLWOOD CITY MOTOR COACH COMPANY

E WM 16 E Good For One Fare .15

UNIDENTIFIED (reported by Arthur D. Jordan)  
FRIENDLY PEOPLE BUS LINE

53. B 20 Sd One Fare

CORRECT your listing of Homestead, Pa 463 A to A 19 D, not A 19 Sd,  
and remove the "D" from inscription on both sides. Value, 15¢.

\*\*\*\*\*

RALPH FREIBERG'S COLUMN

Here I am sitting home trying to catch up on my correspondence when I wish I were taking off for Evansville, as wanted to meet personally some of those that will attend, but due to illness in the family will be unable to attend. However hope I will make the convention which will be held next year.

Last time I failed to mention Mort Dawson's name as finding the new Lexington token. Know no other way to describe this token outside mentioning New Type Bus. Ellwood City is the correct name, and not just Ellwood, of Pa 340. Hamilton, Ohio, plated their tokens a couple years ago and never used, but had them sacked up and stored away so when they went back on tokens at 5 for 65¢ rate they were brought out of the vault and put in use.

I'm trying to get a better system for measuring tokens but don't advise collectors to buy micrometers as lucky to get good ones at less than \$10 each and a set of 2 is needed. There was too much confusion in what to call a 22, 23, or 24mm token, so have worked out a system and if enough collectors will agree will then put out a list of micrometer readings which hope will be used in the future. However, will still retain our system and call them size 16, 20, 23, as at present. A millimeter on a micrometer scale would run .03937 and as a 20 size should run from  $19\frac{1}{2}$  to  $20\frac{1}{2}$  then it would be necessary to add .020 to each size. However as most of our so-called 22 size tokens run about .888 it is suggested leeway in this group so a 23 would be from .890 to .920. So in other words there is only .013 difference from most of our 22's and 23's which is less than  $\frac{1}{2}$ mm. More on this later. But in vast majority of tokens the millimeter rule will still be used except in cases where one cannot be sure of size when it is around the  $\frac{1}{2}$  size.

Because of the high cost of mimeographing in Tacoma, there will be some material held up till Mr. Coffee is back in Boston, so on some corrections if they aren't listed in this issue, they will be later on.

FURTHER CORRECTIONS TO ATWOOD'S CHECK LIST

1. Ala 570 D has no comma after Lines (570 C is all right as is).
2. Calif 205 A B C - should be 7¢ 7¢ not 7c 7c.
3. Calif 445 A - there are die varieties of the obverse
4. Calif 715 D - size is 23mm
5. Calif 745 E F - on obverse, delete commas after San Diego
6. Calif 825 E - comes both plain and coated
7. Calif 985 A B - add hyphen after Co.- on obverse
8. Calif 985 C D - add ornament after Co.- and delete period after "CAL" on obverse
9. Colo 300 D - no hyphen between BUS and ENGLEWOOD (C is all right)
10. Conn 35 E - wide & narrow cut-outs
11. Conn 235 C - correct phone number is 174-2
12. Ga 20 B - 2 varieties on reverse: Fine & Rough background
13. Ill 70 C D - delete hyphen between Bloomington and Normal
14. Ill 150 A - on obv. add period after Treas'r
15. Ill 460 I J - on obv. add comma after LINE,
16. Ill 460 K - spelling is BOURBONNAIS
17. Ill 665 A - 2 varieties on rev. Fine and Rough background
18. Ind 650 C - measurement is 27mm
19. Iowa 310 L to O - on obv. add period after IOWA.
20. Iowa 660 A - put commas after LIVERY, NEVADA, & period after IOWA.
21. Kans 40 F - put comma after ATCHISON, (40 E is all right)
22. La 670 C - value is 15¢
23. Md 60 T - correct spelling is LANSDOWNE
24. Mass 115 I J K - add S to TREAS.
25. Mass 270 A - delete period after L in F & L
26. Mass 505 A - no periods after A W JOHNSON
27. Mass 505 B - no periods after J J CALHOUN
28. Mass 550 D E - no period after CO
29. Mich 375 C - add hyphen ONE FARE - G'WOOD -
30. Mich 470 A B - delete S from LAKES to read LAKE
31. Mich 530 A - add apostrophe in MG'R
32. Mich 585 A - no comma after LINES (585 B is all right)
33. Mich 775 A - no comma after TRANSIT
34. Mich 775 B - add comma to make it CO.,
35. Minn 540 K - obv. comes with & without period after CO
36. Mo 910 A - spelling on obverse is RAILWAY
37. Mo 950 B - it is made of bronze
38. Nebr 540 U V W - no comma after LINES on obverse
39. Nebr 700 B - delete period after CO on obverse
40. N.J. 555 F - no periods after N J on obv.; add PS to reverse
41. N.Y. 500 A - delete comma after LINES on obverse
42. N.Y. 631 G - add Gun-Metal-plated
43. N.Y. 631 O P Q - period & comma after CO., on obverse
44. N.Y. 680 A - add comma to make it INC.,
45. N.Y. 785 C D - correct size is 24mm
46. N.C. 660 B - make it dots instead of diamonds on reverse
47. N.C. 950 C - no comma after WILMINGTON (950 D is all right)
48. Ohio 125 L - there are die varieties of the reverse
49. Ohio 230 K - on obverse it is DAYTON, O.
50. Okla 860 J - add periods after B. & B. on obverse
51. Ore 160 A - no period after T in C.A.T on obverse
52. Ore 160 B - comes with & without the final period in C.A.T.
53. Ore 160 J - value is 15¢
54. Ore 880 C - add hyphen ONE-1-ONE FARE
55. Pa 20 A - delete footnote, as now in use, change price to 15¢
56. Pa 65 C D E - no periods in H T B

(to be continued)

U N I O N   O F   S O U T H   A F R I C A

BOKSBURG 150

MUNICIPAL TRAMWAYS BOKSBURG (SCENE)		
A o Cr 22 Sd	1 $\frac{1}{2}$ d.	\$0.25
B o Co 22 Sd	1 $\frac{1}{2}$ d.	.25
TRAMWAYS DEPARTMENT (SCENE)		
C o Cb 22 Sd	1 $\frac{1}{2}$ d.	.50

CAPETOWN 200

CAPETOWN TRAMWAY COS 1 $\frac{1}{2}$ d. (SCENE)		
A o A 21 Sd	(blank)	.50
CITY TRAMWAYS CO. LTD. METROPOLITAN TRAMWAYS		
/CO. LTD. SOUTHERN SUBURBS OF CAPETOWN TRAMWAYS		
/CO. LTD. 1 $\frac{1}{2}$ d.		
B o V1 25 Sd	Capetown Tramways Private & Picnic Parties /Catered For Motor Buses	.50
CITY TRAMWAYS CO. LTD. METROPOLITAN TRAMWAYS		
/CO. LTD. SOUTHERN SUBURBS OF CAPETOWN TRAMWAYS		
/CO. LTD. 1 $\frac{1}{2}$ d. CAPE POINT AND HOUT BAY		
C o V1 25 Sd	Capetown Tramways Private & Picnic Parties /Catered For Motor Buses	.50
CITY TRAMWAYS CO. LTD. METROPOLITAN TRAMWAYS		
/CO. LTD. 1 $\frac{1}{2}$ d.		
D o Vp 25 Sd	Capetown Tramways Cape Point and Hout Bay /Motor Bus Trips	.50
CITY TRAMWAYS CO. LTD. METROPOLITAN TRAMWAYS		
/CO. LTD. SOUTHERN SUBURBS OF CAPETOWN TRAMWAYS		
/CO. LTD. 2 $\frac{1}{2}$ d. ADULT AVAILABLE ON ANY ADVERTISED		
/3d. DISTANCE 1 $\frac{1}{2}$ d.		
E o Vg 25 Sd	All Grocers Sell Davis' "O.K." Baking Powder /None Better Less Expensive	.50
F o Vg 25 Sd	British Westinghouse Co. Jenkins & Co. /Capetown (light globe)	.50
G o Vg 25 Sd	Rayden's Allgold Jams	.50
H o Vg 25 Sd	Tower or Springbok Paraffin Best For Use in /Lamps and Stoves	.50
I o Vg 25 Sd	Royal Cheese Dairy	.50
J o Vg 25 Sd	Zenith Petrol Texaco Motor Oils Texaco T /(Star)	.50
K o Vg 25 Sd	For Value Whitley's Sir Lowry Rd. The All /Round Store	.50
L o Vg 25 Sd	Royal Butter Dairy	.50
M o Vg 25 Sd	Nectar Tea (Lion in Cup) Trade Mark Nectar /Tea Tea	.50
N o Vg 25 Sd	Try Stutterford's First For Cleaning and /Dyeing	.50
O o Vg 25 Sd	Segwick's Medical Reserve Brandy Wines and /Brandies	.50
P o Vg 25 Sd	Royal Milk Dairy	.50
CITY TRAMWAYS CO. LTD. METROPOLITAN TRAMWAYS CO.		
/LTD. SOUTHERN SUBURBS OF CAPETOWN TRAMWAYS CO.		
/LTD. 1 $\frac{1}{2}$ d. (stamped over 1d.)		
Q o Vy 25 Sd	Spend the Penny Save the Pound Whitley's Sir /Lowry Rd. The All Round Store	.50
R o Vy 25 Sd	Segwick's Medical Reserve Brandy Wines and /Brandies	.50

<u>CAPETOWN 200</u> (continued)		
S o Vy 25 Sd	Tower or Springbok Paraffin Best For Use in /Lamps and Stoves	\$0.50
T o Vy 25 Sd	Rayden's Allgold Jams	.50
U o Vy 25 Sd	Nectar Tea (lion in Cup) Trade Mark Nectar /Tea Tea	.50
	CITY TRAMWAYS CO. LTD. METROPOLITAN TRAMWAYS CO. /LTD. SOUTHERN SUBURBS OF CAPETOWN TRAMWAYS CO. /LTD. AVAILABLE ONLY BETWEEN ADDERLY STREET AND /SEAPPOINT TERMINUS	
V o Vm 25 Sd	British Westinghouse Co. Ltd. Jenkins & Co. /Capetown (light globe)	.50
W o Vm 25 Sd	Try Stutterford's First For Cleaning and /Dyeing	.50
X o Vm 25 Sd	Segwick's Medical Reserve Brandy Wines and /Brandies	.50
Y o Vm 25 Sd	Rayden's Allgold Jams	.50
Z o Vr 25 Sd	Nectar Tea (lion in cup) Trade Mark Nectar /Tea Tea	.50
AA o Vr 25 Sd	Zenith Petrol Texaco Motor Oils Texaco T /((star)	.50
AB o Vr 25 Sd	All Grocers Sell Davis' "O.K." Baking Powder /None Better Less Expensive	.50
AC o Vr 25 Sd	Royal Cheese Dairy	.50
AD o Vr 25 Sd	Tower or Springbok Paraffin Best For Use in /Lamps and Stoves	.50
AE o Vr 25 Sd	Royal Milk Dairy	.50
AF o Vr 25 Sd	Royal Butter Dairy	.50
AG o Vr 25 Sd	Rayden's Allgold Jams	.50
	CITY TRAMWAYS CO. LTD.	
AH WM 16 Ro-sc	Good For One Fare	.20

EAST LONDON 300

ELM TRAMWAYS		
A o Vb 22 Sd	1 $\frac{1}{2}$ d.	1.00
B o Vr 22 Sd	1 $\frac{1}{2}$ d.	1.00
	EAST LONDON MUNICIPALITY 1d.	
C o K 25 Sd	Payable At The East London Municipality 1880	1.00

GERMISTON 350

G.M.		
A o Cl 22 Sd	1 $\frac{1}{2}$ d.	1.00
B o Cy 22 Sd	1 $\frac{1}{2}$ d.	1.00

JOHANNESBURG 400

MUNICIPAL TRAMWAYS JOHANNESBURG (ARMS)		
A o Cb 22 Sd	1 $\frac{1}{2}$ d. (dark blue)(shades)	.75
B o Cb 22 Sd	1 $\frac{1}{2}$ d. (light blue)(2 var: lge & sm letters)	.75
C o Cb 22 Sd	1 $\frac{1}{2}$ d.	.75
D o Ce 22 Sd	1 $\frac{1}{2}$ d.	.75
E o Ve 22 Sd	1 $\frac{1}{2}$ d.	.75
F o Cg 22 Sd	1 $\frac{1}{2}$ d.	.75
G o Vg 22 Sd	1 $\frac{1}{2}$ d.	.75

PRETORIA 800

P M T		
A A 22 Sd	Good For 1 $\frac{1}{2}$ d Stage	1.00

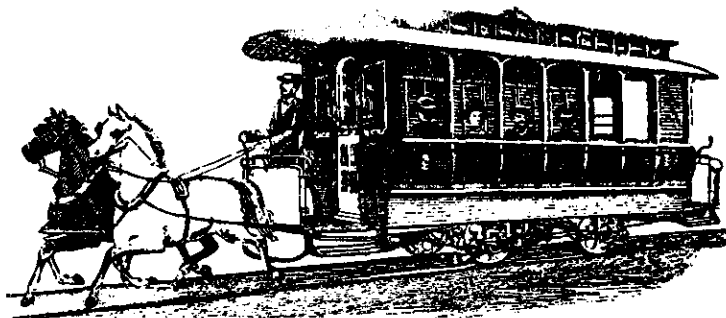
# THE FARE BOX

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*Associate Editors*

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*New Issues Editor*

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VOLUME 8

SEPTEMBER, 1954

NUMBER 9

The Annual Convention of the A.V.A. met at Evansville on August 7 & 8, and was a great success. Each member was given a beautiful badge with ribbons attached, prepared by Mr. Whitfield, utilizing Ind 280 F tokens which had been supplied gratis by the company, to which had been soldered screws. Mr. Bartley prepared a large lettered list of members and there were several articles in the local newspaper. The following members were present: Barraclough, Bartley, the Blacks, Carr, Cline, Dawson, Ford, Frisbee, Jones, Kimmons, Koller, Kurtz, Laflin, McRobie, Mullin, Reagan, Schwartz, Vredenburgh, Werner. In addition to these, many wives and children were there. The minutes will be printed in full in the October issue--there not being room in this issue.

The Convention selected Seattle as the site for the 1955 convention, and the Seattle Transportation Token Club has already begun making plans for its success. The STTC elected Paul Fouts, its Founder, as President; Cecil Jefferson as Vice President; Mary Lake as Secretary; for the coming year. These officers will supervise preparations for the AVA convention, assisted by the eager participation of all STTC members in the Puget Sound area.

At long last the Foreign Check List seems to be completed. The new Foreign Check List is in the works at the present time. Until then, use this list as best you can. An up-to-date list of Canada will be run off as soon as its compiler sends it to us. It is being prepared by Mr. J. Douglas Ferguson (past President of the A.N.A.) using the Atwood numbering system.

Henceforth, be sure to address all mail intended for The Fare Box to the Boston address printed on the masthead. I leave Tacoma on September 9, arriving in Boston on the 15th, after taking a few stop-overs en route.

CHANGE OF ADDRESS

- 153 Bertha M. Foster - 410 Lancaster Avenue - Haverford, Penna.  
78 Arthur D. Jordan, Jr. - 304 So. Wash. Ave. - Moorestown, N.J.

APPLICATION FOR MEMBERSHIP

The following application for membership, together with the admission fee and dues, has been received by the Secretary. If no written objection to such application is received by the Secretary by October 1, 1954, the applicant shall be admitted to membership on October 10, 1954.

- 179 Gene H. Koll - P.O. Box 812 - Inglewood, California  
Age 34, Streetcar operator. Size of collection, 500.

\*\*\*\*\*

RARE TOKENS STOLEN FROM PAUL FOUTS

Paul Fouts, newly elected President of the Seattle Transportation Token Club (609 People Bldg - Seattle 1, Wash.) was the victim of a thief who relieved him of a near-complete set of Washington State fare tokens, 285 miscellaneous tokens, and the following rarities: Montreal & Lachine RR Co token 3rd Class; De l'Isle Lachensnaye Charrette; complete set of Victoria, B.C.; Des Moines, Wash., token; 8 Richmond Beach tokens; 4 Edmonds tokens; Brown Bear of Kodiak, Alaska; Whidby Island-Port Townsend ferry token with initials on reverse; 6th & 8th Street Lines of Phila.; Vine Street Line of Phila.; Tyson & Co. of NY; San Jose & Santa Clara; Roxbury Coaches of Boston; Kittanning Bridge; and 5 Fairmont Park horsecar tickets of Phila.

Some of these rarities are so seldom seen that they will be easy to spot. The Whidby Island ferry token with the captain's initials written on the back is unique. Keep your eyes out for these, and report to Mr. Fouts if you get any leads. One thing we vecturists will not tolerate is thieves, if we can help it!

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THE ATCHISON AND EASTERN BRIDGE COMPANY  
By Harold Ford, Jr.

This company came into existence at the time of the erection of the first permanent bridge across the Missouri River in 1875. Tickets were in use for pedestrians till 1931. At that time tokens were issued (Kans 40 B) and used until July 2, 1938, when the new free bridge was opened--constructed as a PWA project.

The token and ticket fare was 2 for 5¢ or 10 for 25¢ pedestrian rate. All the tokens that remained with the old bridge company were dumped into the Missouri River shortly after the opening of the new bridge. Tokens that remained in the hands of the public, being the same size as a nickel, still occasionally turn up in coin-operated machines.

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Arthur D. Jordan is the author of the Ohio Bus Line Company article that appeared on page 72 of the August issue. We are happy to take this opportunity to give him credit for his excellent article.



To Executive Board Members of the A.V.A. (August 17)

Dear Sirs:

Having completed a successful meeting at Evansville, I trust that you have all arrived home safely and had a pleasant and inspiring trip. May I again take the opportunity of thanking each of you for the fine cooperation you have given me there, and may we all work hand in hand during the coming year.

Since arriving home I have received a card from our Editor, John Coffee, reminding me that he is out of funds to put out The Fare Box for the last half of 1954. I have authorized our Treasurer, Mr. Frisbee, to forward the amount of \$75.00 (which is John's estimate) to cover the period of July 1 to December 31, 1954. I trust this is satisfactory and therefore propose:

Proposition 9: My authorization that Mr. Frisbee withdraw and send John Coffee the sum of \$75 as operating cost of The Fare Box from July 1 to December 31, 1954, be accepted by this Board and denoted by your vote.

I have also received a copy of the minutes as written up by our Secretary, Mr. Schwartz, concerning the convention held at Evansville. Each of you has received such a copy so I therefore propose and request your vote thereon.

Proposition 10: The minutes of the Evansville Convention as written by Max M. Schwartz be adopted as written.

I have contacted Mr. Jefferson and notified him of the fact the 1955 convention as decided, will be held in Seattle. I have advised him to recommend a competent member in his vicinity to handle the next convention and see that all is in order. Upon his recommendation I shall instruct this member to see that a suitable place is spoken for and the proper arrangements made for the next convention. I trust my action meets with your approval. At this time I also wish to instruct the Treasurer to send the Secretary a copy of his report as read at the convention in order that it may be forwarded to the Editor of The Fare Box for publishing. As a point of interest I might add that I shall keep the Foreign Check List Committee, Supplementary Committee, and the Emblem Committee, standing as appointed, and trust this may be satisfactory to all concerned.

I shall conclude this letter with my best wishes to each of you and may we forge ahead in 1954 and 1955. Suggestions for advancement of this organization shall be welcomed by, and subjected if feasible, by this office. Please answer by return mail in order that above material may appear in the September Fare Box.

Respectfully yours,

QUINCY A. LAFLIN, President.

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GEORGE ROGERS CLARK FERRY OF ST. FRANCISVILLE, ILL.

By Ivan B. Cline

This first ferry of this city was established in 1806 by a Frenchman, Joseph Tougan. It carried 2 carts and was poled across the river. Its location on the westward trail made it one of the most famous ferries on the Wabash. Near its site, Gen. Clark and his army crossed the Wabash in 1779 on their way to capture Vincennes from the British. The present cable ferry is one of the more uncommon types in the Midwest. River stage permitting, a ferry has operated continuously since its first establishment in 1806.

Scarce tokens for trade - Ill 460 K; Pa 480 B, 750 P (thin); Vt 150 A; Mass 970 D. Let's do some trading.

Morton Dawson - 285 Price Blvd - West Hartford 10, Conn.

TRADE--Send me any number of different tokens from your dupes and I will try and send you something different--I will reply as soon as received.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

TOKENS FOR SALE AT 25¢ EACH: Ark 285 B; Calif 775 F; Fla 380 O; Iowa 850 I; Kans 980 A; Ky 85 C; Md 60 AB; Mich 885 A; Minn 760 G, 820 C; NJ 30 A; NY 305 A, 505 A, 629 F, 631 B,C,D,D,M; ND 320 B,C; Ohio 10 P, 175 U, 440 A,C,E; Texas 565 A, 690 A; Alaska 450 H. FOR SALE AT ONE DOLLAR EACH: Ind 180 A; Md 60 I,J,P,T,U; Mich 470 A; Mo 860 B.

Ralph Freiberg - 4142 26th Street - San Francisco 14, Cal.

I have been advised by the manager of the transit company here that a new token will be put in use shortly. I will be glad to take care of any member that wants one. Price 15¢ plus stamped return envelope.

Edgar Levy - 1413 Mesa Avenue - Colorado Springs, Colo.

### MESSAGE TO THE MEMBERSHIP

A successful convention was held at Evansville, August 7 & 8. I am sure a fine time was had by the majority. I wish to express my thanks to Ivan Cline for his good work in sponsoring this convention. A fine room was furnished as a meeting place. Several beautiful displays contributed by members adorned the room and my sincere thanks go out to Mr. Bartley, Mr. Black, Ivan, and the others who were responsible for these attractive displays. I am sure those present will agree with me and also contribute their thanks. I hope that next year will bring even a greater display. Write-ups in the local paper appeared both Saturday and Sunday and pictures were also taken of the group and officers. Tokens were discussed at great length far into the night and I'm sure many controversies were ironed out concerning certain tokens.

Records read and accepted denote a pleasing balance in our treasury plus an increase in our membership during the past six months. Committees I have appointed concerning check lists and emblems have proceeded along fine and will be kept at their present posts until their duties have been completed. Other committees appointed to facilitate matters did their duties well and were discharged with thanks. My sincere thanks go out to each and all of these committees for their part during this last year. My thanks also go out to our Editor John for his part in relaying to the membership what has transpired in 1954.

As a final note I wish to thank the entire membership for their cooperation during the past months and may our membership grow by the added help of each of you. Bring your friends into the fold and perhaps it will be my pleasure to meet many new faces in Seattle next summer.

Respectfully yours,

QUINCY A. LAFLIN, President.

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Mr. Cline has pointed out an error in the August issue. We referred to the Warrick County Flanking Road Company as being in Newburgh, Ohio. Actually it is Newburgh, Indiana, only 10 miles from Ivan's home town of Evansville. My apology for the error.

## RALPH FREIBERG'S COLUMN

In this month's new issues we have a couple of tokens found by people who picked them up on the way to convention at Evansville. If perhaps the Blacks never stopped at Steubenville, maybe this token would have remained unreported for some time to come. Pensacola plated their tokens and also have some new white metal ones made. They are under different ownership than when the bronze tokens were used. East St. Louis is using tokens at 13¢ or 5 for 65¢. Perhaps the small ones will be used as school fares as the general pattern of companies run by National City Lines leans in this direction.

Note in this month's new issues that there are a couple of tokens that have been silver-plated, more or less due to change of fares and these are given new numbers. From time to time I have to repeat this as new collectors keep coming into the hobby and report certain tokens and I tell them that no such token should exist. If a bronze or some other metal token should be used for a length of time and then later a change of rate for fares, and the tokens get plated, they will be given different numbers. However we do have a group of tokens which were strictly war time issue tokens, and those are the silver-plated brass tokens. A large manufacturer bought up some used cartridge shells and made a bunch of brass tokens. However, in sending these to transit companies, they were asked if they would like them plated to look like the white metal ones they were using. The silver-plating on these tokens wore off very fast on many of them. Thus there is no listing both for brass and silver-plated brass is simply because there was never a straight unplated brass token issued. In 1943 the A.V.A. did not exist and there was no general Check List for everyone, and some strange listings did get into our check list when we made it up a few years later. Consequently some listings crept into our List that never should have been there. I do not like to take some of them out because I have nothing with which to prove my statements. However, those who do have these so-called tokens have never shown anything to prove that companies ordered them as straight brass tokens. Tokens I do not believe were issued as straight brass are the following: Fla 960 G; Iowa 600 D; NY 735 E; NC 130 I; Tenn 120 E. I have recently turned down listings for so-called brass tokens such as ones similar to Minn 30 G and Tenn 430 R. These tokens were first used 11 years ago and have had much handling--so I believe the plating has worn off. In a few cases some got sent through without getting plated by mistake. The boys up in Seattle have among them some bus drivers and have used a similar batch of tokens. They handle them every day and among them are some that could hardly be proved that they were ever plated, but these fellows were collecting in 1943 and know these tokens should not have come without the plating. So to any that may turn in listings for this type of tokens, let me say--if I turn down the listing--if you think I am wrong please try to get the information from the companies in question, if possible. In other words, let's have more to back up the listings than the simple fact that someone finds a token which looks as though it was never plated. It is possible that I may be wrong on some of them, but I can still take some tokens like Ark 480 I, Fla 530 F, Ill 285 G and some others like them and remove the silver-plating, and then claim I have a token that is not listed.

Also we have some steel tokens like Dela 900 H which was given a number and then 900 J which was given another number, due to change in fare, and then in other places in the Check List we have tokens

like Minn 70 B which is listed as Bz-plated & plain. These steel tokens were also a 1943 issue (or wartime) and the manufacturers tried several kinds of plating on them to stop them from getting rusty and too black-looking. So if tokens were used at 3 for 25¢ rate and steel ones ordered, and then a couple months later another batch ordered with perhaps a bronze- or brass- or silver-plating, these are all grouped together in the same number (if there was no fare change). It's possible that in a few cases with these some mistakes have been made, but if we had the AVA in 1942, 1943, and 1944, some of these problems might have been straightened out and the correct information obtained. Just for instance if any of us did not get The Fare Box in the past year, how many of the new issues would we have known about since the first of the year. So figure what collectors had to cope with in 1943.

Also, regarding steel tokens, I have seen a collection which was kept in white coin envelopes and have noted the white envelopes have turned the steel tokens rusty, so if any new collector uses the small coin envelopes (white), examine the steel ones and see if they're turning rusty due to something in the paper. Perhaps white envelopes are OK for other than steel tokens, but I won't guarantee it. I have never found a satisfactory method of cleaning steel tokens. Some that look as if they have a silver-plating would surprise you if you try to clean them...you may see brass or bronze platings showing through. As I didn't collect in 1943 the way I do now, I didn't try to figure this all out, and there is very little knowledge on the subject. However, I think all token manufacturers would never again like to make zinc or steel tokens, as they were really a headache. The zinc ones jamming up fare boxes because they were too soft, the steel ones getting black and rusty and people not liking to carry them in their pockets.

While on the subject of what not to list, I have something from part of a letter from Mr. Bartley. Pa 765 X with FRC incuse. Also a 765 X with letters FRC raised (not incuse) as a manufacturer's sample. Also solid errors of 765 A,W,X. Pittsburgh Rys check the tokens as they come from the manufacturer and are supposed to return the solid ones for restamping. Some do not get cleared out, and get into circulation. (Such as W and X errors)(A may have been just a sample though quite a few have been found.) In using Mr. Bartley's own words for the above it is one of the best explanations regarding some of the solid tokens which are just plain errors. Also why such tokens have not been listed in our Check List. I almost believe in a couple instances some companies have ordered some tokens without letters being stamped just to sell to collectors. So I hope the above explanation will explain to some who send me certain listings that I have to ask for more information on them and may not list.

Mr. Bartley also mentions he has a token similar to Pa 10 A but with a D-sc instead of a W-sc. I am afraid this may have been an error or freak, so I haven't listed it. Possibly I will someday, but when listing anything I want to try and make sure it was used. However, tokens of vintage of 30 years or more cannot be investigated very well, so we'll just have to take a chance that they are OK. But anything less than 20 years old should be able to be investigated sufficiently, if they were actually used.

CONNECTICUT

✓ Danbury 85 (reported by Richard Atkins)

WHITE LINE BUS CORP. W

✓ D B 23 Sd Good For One Fare W (Bronze-plated) \$0.20

FLORIDA

✓ Jacksonville 380 (reported by M.B. McRobie)

JACKSONVILLE COACH CO. (BUS)

✓ T WM 23 Bar Good For One School Fare (bus) .10

Pensacola 710 (reported by John G. Nicolosi)

PENSACOLA TRANSIT INC. P

✓ D Bz 16 Ball Good For One Zone Fare P (Silver-plated) .15

PENSACOLA TRANSIT, INC.

✓ E WM 16 P Good For One Fare .15

ILLINOIS

✓ East St. Louis 250 (reported by John G. Nicolosi)

E. ST. LOUIS CITY LINES, INC. (BUS)

✓ J WM 23 Ball Good For One Fare (bus)(2 slots) .15

INDIANA

✓ New Harmony 700 (reported by Ivan B. Cline)

FITTONS FERRY NEW HARMONY, IND. 50¢

✓ E o A 29 Sd Good For 50¢ In Ferriage (Sc) 2.50

OHIO

✓ Lancaster 440 (reported by Morton Dawson & Corinne Black)

LANCASTER TRANSIT INC. (BUS)

✓ G Bz 23 Bar Good For One Fare (Silver-plated)(bus) .15

H WM 23 Bar " " " " (bus) .15

✓ Steubenville 835 (reported by Bill & Corinne Black)

STEUBENVILLE BUS CO. STEUBENVILLE, OHIO

✓ A WM 20 S-sc Good For One Zone Ride .15

WISCONSIN

✓ Oconto 600 (reported by George Fuld)

VYE'S BUS AND BAGGAGE LINE OCONTO, WIS.

✓ B o A 25 Sd Good For One Ride 3.50

UNIDENTIFIED (reported by Whitfield (54), and the Blacks (55))

CHURCH & SPRUCE STREET RAILROAD

✓ 54 V1 22 Pc Good For One Fare

LUDLOW TRANSIT INC.

✓ 55 B 21 Sd Bus Line Good For One Fare

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Harold Ford asks if anyone can tell him something about the following two tokens. Both are obsolete; the second one is of the same general type as Kans 940 L.

1. WM 23 Bar KANSAS CITY PUBLIC SERVICE CO. HALF FARE  
(same as obverse)

2. Bz 16 2Ch ST. JOSEPH LIGHT & POWER CO. ONE FARE REDDY KILOWATT  
Next Time Take The Bus Reddy Kilowatt (picture of  
/"Reddy Kilowatt" on both sides)

SWITZERLAND

GENEVA 300

	C T G E	10	
A o WM 21 Pc	C T G E	(in monogram)(notched)	\$0.50
B o WM 21 Sd	C T G E	(in monogram)	.50
	C T G E	15	
C o WM 25 Sd	C T G E	(in monogram)	.50
D o WM 25 Pc	GV	(in monogram)	.50
E o B 25 Sd	C T G E	(in monogram)	.50
	GENEVE VEYRIER	10	
F o B 21 Sd	(car)	1887 (Sc)	.50
G o WM 21 Sd	GV	(in monogram)(Sc)	.50
H o B 21 Sd	(car)	1896 (Sc)	.50
	GENEVE VEYRIER	15	
I o B 25 Sd	(car)	1887 (Sc)	.50
J o WM 25 Sd	GV	(in monogram)(Sc)	.50
	TRAMWAYS DE GENEVE	10	
K o B 21 Sd	(crest)	1876 (train)	.50
	COMPAGNE GENERALE DES TRAMWAYS SUISSES	(CREST)	
L o B 20 Sd	(crest)	1876 (train)	.50
	CHEMIN DE FER AMERIC CAROUGE GENEVE	(HORSECAR)	
M o B 23 Sd	(numerals)		.50
	THUR	1842	
N o B 20 Sd	(crest)		

LAUSANNE 400

	TRAMWAYS LAUSANNOIS		
A o WM Sq Sd	10		1.00
B o WM Ov Sd	15		1.00

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END OF FOREIGN LIST

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# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

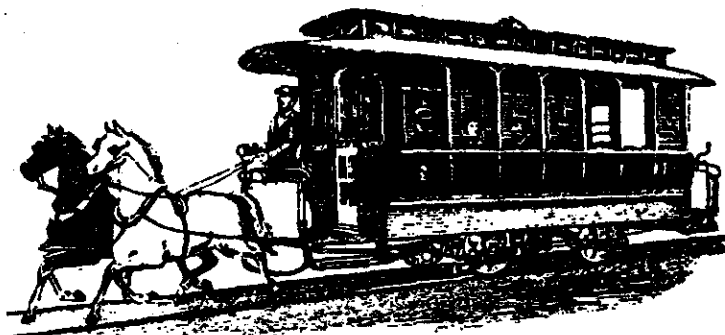
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The Editor had a pleasant visit in Minneapolis on his way back to Boston. Mr. Laflin proved, once again, that he is a wonderful host. And I had an enjoyable visit in New York with Mr. Schwartz. Mr. Schwartz, incidentally, has recently purchased the collection of Eroy L. Kimmons.

Emzy Thompson recently came up to Boston and paid your Editor a visit here. He showed me some interesting foreign tokens which are not listed. One of them is similar to Germany 160 A, but in copper. Another is from Karlsruhe, Germany. It is K 21 Sd "Karlsruher Pferdebahn 15" on both sides. That means "Karlsruhe Horse Railway." Also one from Budapest, Hungary: B 18 Sd .KIS.SZAKASZ.JEGY (WINGED WHEEL) / (coat of arms) 1936 B.SZ.K.RT. There is a professor here at Harvard who remembers using streetcar tokens in Budapest. Emzy also has heard that tokens were used on the subways in Moscow in the 1930's. I have written their embassy in the faint hope that perhaps someone there will tell us how we might obtain some of them. Emzy also showed me a token from Dutch Guiana used, apparently, on a banana company's railroad: B 21 Sd MINNE AF VESTKUSTBANANS INVIGNING 1888 (LOCOMOTIVE)/(coat of arms).

Beginning in the next issue, I hope to commence running a list of manufacturers' samples prepared by Mr. Freiberg. It is quite an extensive list and should prove interesting to collectors. Because there was so much material this month, I decided to devote all eight pages to articles. Even so, there are several excellent articles which will have to wait till next month for publication, including an excellent one by Mr. Field on New York City subway tokens with details about the counterfeit ring there.

Those interested in a complete set of back numbers of The Fare Box will be interested in the ad of Charles Lamb in this issue. It is not often that a (nearly) complete set is offered.

## MINUTES OF THE EVANSVILLE CONVENTION

The 1954 annual convention of the American Vecturist Assn. (its 13th regular meeting) held at Hotel Vendome, Evansville, Ind., was called to order by its President, Quincy A. Laflin, on August 7, 1954, at 10:10 a.m. The following members were in attendance: Barraclough, Bartley, the Blacks, Carr, Cline, Dawson, Ford, Frisbee, Jones, Kimmons, Koller, Kurtz, Laflin, McRobie, Mullin, Reagan, Schwartz, Vredenburg, Werner. In addition to the foregoing, the meeting was graced by the presence of the wives and children of several of the members. The Chairman extended cordial greetings to those attending, many of whom had traveled great distances to be together again at this convention. Upon motion made and carried, the reading of the minutes of the 1953 convention held in Pittsburgh, Pa., was dispensed with and the minutes as previously published in THE FARE BOX were adopted.

To facilitate work of this convention, the Chairman announced his appointment of the following committees: Credentials: Cline (Chm) Carr and McRobie. Election: Dawson (Chm), Bartley and Werner. Resolutions: Frisbee (Chm), Mrs. Black, Ford. Auditing: Barraclough (Chm), Kurtz and Kimmons. Barraclough thereupon requested permission to present a special order of business and such permission having been granted, presented the following resolutions:

1. That article VIII, Section 3, of the Constitution which now reads "This instrument may be amended or altered at a convention of the Association by a two-thirds vote of the members present and the approval by a majority of the Executive Board," be amended to read as follows: "This instrument may be amended or altered at a convention of the Association by a two-thirds vote of the members present."

2. That Article VI, Section 1, of the Constitution which now reads: "The Association shall meet in convention once every year, at such time and place as may be decided upon by the Executive Board. The time and place thereof shall be announced by the President in at least three issues of the official publication published prior to said convention;" be amended to read as follows: "The Association shall meet in convention once every year, at such time and place as may be decided upon by the convention in session. The time and place thereof shall be announced by the President in at least three issues of the official publication published prior to said convention."

The Chairman referred both of these matters to the Resolutions Committee.

Chairman Cline, on behalf of the Credentials Committee, thereupon reported that a quorum was present at the meeting and that the convention could transact such business as might come before it. This report was accepted and the Credentials Committee discharged with thanks.

Reports of the Secretary, Treasurer, and Editor of THE FARE BOX were read, received with thanks and referred to the Auditing Committee. The report of the President was read and accepted with thanks.

Some communications were thereupon read from Messrs. Barnett, Greene, Church, and Coffee, which contained felicitations and invitations for future conventions. At 11:00 a.m. the meeting was recessed until 10:00 a.m., August 8.

The meeting was again called to order by the Chairman on August 8 at 10:05 a.m. The Chairman recognized Prof. Lewis M. Reagan, the



General Secretary of American Numismatic Association, who extended to us the greetings and best wishes of the A.N.A. of which this association is a member, and assured the gathering that the A.N.A. was at all times most anxious to be of assistance to us, as well as its other corporate members, in any way that it possibly could so do. Mr. Reagan received a nice round of applause at the conclusion of his interesting remarks.

A report was read from Mr. Butler, Chairman of the Emblem Committee, that had previously been appointed, setting forth the progress that the Committee had made in determining the cost of making identification pins. Moved and carried that the progress report be received with thanks and that the 1955 Convention consider the adoption of an official emblem for the Association. Progress was similarly reported by Kimmons on behalf of the Supplement Committee and by Laflin on behalf of the Foreign Check List Committee. Both of these reports were received with thanks. Bartley, on behalf of the Elections Committee, reported that nominations had been duly made for officers of the Association for the year 1954-5 as follows: President, Laflin; Vice-President, Jefferson; Secretary, Schwartz; Treasurer, Frisbee; Curator, Mr. Black, and that in view of the fact that there were no other nominations, he moved that the Chairman be authorized to instruct the Secretary to cast one ballot in favor of such slate. Said motion having been seconded and carried, the procedure was followed and the Chairman declared that the foregoing slate had been elected as officers for the year 1954-5. The report of the Resolutions Committee was thereupon read by its Chairman Frisbee to the following effect: The Committee recommends that Article VI, Section 1, of the Constitution be amended to read as follows:

"The Association shall meet in convention once every year on the first Saturday and Sunday in August, at such place as may be decided upon by the convention in session. The time and place thereof shall be announced by the President in the issue of the official magazine published immediately after the convention and in at least three issues published prior to coming convention."

The adoption of said resolution having been moved and seconded, an amendment thereto was offered that said resolution read as follows:

"The Association shall meet in convention once every year on the first Saturday and Sunday in August, at such place as may be decided upon by the Executive Board. The time and place thereof shall be announced by the President in at least three issues of the official publication published prior to said convention."

This amendment having been seconded, after considerable discussion, was put to a vote and passed by more than two-thirds of the members present. Thereupon the resolution as amended in the manner aforementioned, was discussed at length and having been put to a vote, was declared by the Chairman to have been passed by more than two-thirds of the members present.

The Resolutions Committee further reported that it does not recommend any change in Article VIII, Section 3, of the Constitution. A motion was duly made, seconded and carried, approving the report of the Resolutions Committee in this respect. There being no further business before it, the Resolutions Committee was discharged with thanks.

A written report was then read from the Auditing Committee to the effect that they had examined the reports of the Treasurer and Secretary and that all had been found in order. Upon motion duly made and carried, the report of the Auditing Committee was accepted with thanks and the committee discharged.

A motion was thereupon made and carried authorizing the Treasurer to pay the sum of \$30.00, the cost of the meeting facilities furnished the Association at this convention.

Moved and carried that thanks of the Association be extended to Cline for his work in arranging facilities of this convention. Moved and carried to extend the thanks of the Association to Coffee for his splendid efforts and unremitting labors in the publication of THE FARE BOX.

The Chairman announced that all officers that had just been elected were considered duly installed in their respective offices. There being no further business before the Association, upon motion duly made and carried, the convention was duly adjourned at 11:35 a.m.

Immediately thereafter, the President called a meeting of the Executive Board with the following in attendance: Laflin, Schwartz, Frisbee, and Black. The Board duly approved the amendment to Article VI, Section 1, of the Constitution which had been passed by the Convention.

The Board discussed at some length invitations that had been received for the 1955 convention and agreed upon a tentative selection of Seattle, Washington, as the site for such convention, subject to reasonable assurances to be given the Board within a short time that suitable arrangements for meeting facilities, hotel accommodations and entertainment would be made.

Respectfully submitted,

MAX M. SCHWARTZ, Secretary.

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#### RALPH FREIBERG'S COLUMN

Heading the list of new issues for this month is a bus token from Hillsboro, Ill. Letter from Illinois Power & Light Co. says that this line operated in the late 1920's and was discontinued in 1930 and that they have no tokens left. For the benefit of new collectors, prices on obsolete tokens are not a true value till it has been known for five years or so. At present, one of these Hillsboro tokens is known and should be a \$3.50 token but perhaps someone may find more in the near future, and then it would be worth less. However, again, someone may find a large quantity of them and then the prices will tumble. So, remember on any token that is priced over the actual cost of a ride, it is just a gamble that no more of that variety will turn up. A few years ago some of those Baltimore tokens were really hard to find, but a quantity of them has shown up and prices on these do not mean anything now, as some of them cannot even be sold at check list prices (note my ad in Sept issue) or even at half price. However, many tokens are considerably underpriced and some listed at \$1 would bring \$5 from me.

Ivan Cline has come up with more ferry tokens for Illinois and Indiana. We want to do revisions of these two states but keep getting more of the ferry tokens. A few feel that Cline is making a fortune on these ferry tokens, but after he deducts the cost of gasoline used to run them down he is in the hole. For every one he finds, he also goes to a dozen other places and can find no lead on anything, and just goes on a wild goose chase.

For the Arkansas token listed by Dawson, I have left the price out, as one party sent \$1 and only got 5--so there is a possibility that this may or may not be good for a 25¢ ride, or maybe my friend just got gypped by the company. However, if I list a 25¢ price and then they send tokens out for less, I will hear some one yelling, so for now leave the price blank. However, anyone who sends 25¢ there and gets more than one, let me know. For anyone trying to locate College Heights on a map, look for Monticello, and College Heights is just a couple miles away, though it isn't on the map.

Mason City token reported is a change in company. Company that operated there for some time just said they couldn't make any money so gave up, and operations have been taken over by a couple of former employees. Fare 15¢, 2 for 25¢. On that Orange Street token from New Haven: funny thing about a bronze token from there, as some have always claimed they had one, but it was actually only a shade of brass. Now, however, due to fare change (effective Aug 16) a real bronze one is used there now. Old tokens plus 3¢ cash also are accepted. John Coffee may have a story on how he found that Clearwater item, so will leave that part to him. Am also puzzled as to exact fare there. It is either 10¢ or 20¢. I overlooked listing Toronto token in last issue. Up there fare was raised, tokens now good for 15¢ fare. San Diego has gone up to 17¢ fare so they wanted the tokens to look different, so bronze tokens were cadmium-plated. To avoid confusion, any token that is plated to look like a WM token will be called Sv-plated in the Check List. It is also said that the bronze-plated tokens had the plating washed off to make them look like they were originally. Colorado Springs has changed the name of the company, hence a new token. I'm still trying to find out if Ambridge plated Pa 25 E bronze-plated and if Mansfield Sv-plated Ohio 505 H. I don't list any plated tokens unless I can see it was done for a change of fares. I have about 50 tokens plated by mistake by other companies and quit collecting them after I got that many. However, have a letter from one collector in which he says he has some plated tokens that aren't listed but that if certain other collectors had them, they would be. Sometimes I can get information from companies on these changes of fares and sometimes can't. So whenever anyone finds a plated token, if he can find out if plating was because of fare change, it will help a lot. Please do not send in listings and then say "I have a plated token and am being discriminated against because you won't list it." If you have a plated token and can get information, please do so, as companies don't answer all letters and sometimes I could be wrong.

The Danbury, Conn., token listed in last month's issue is another one due to raise in fare. Tokens sell for 16 for \$2.40 and this company is selling them in the hopes that their fare raise will be approved. However, if the rate isn't allowed, refunds will be issued for fare receipts now being issued.

In the very near future we will have a list of Sample Tokens. Also a list of patterns. For those who do not know what a pattern is, let me say that it is a proof or some token die stamped to show what tokens would look like, if ordered. They are often stamped in different metals to demonstrate what each metal is like. Later on, it is hoped that a list of Zone Checks may be made up.

For sale at 15¢ each plus self-addressed stamped envelope: Hawaii 330 B; NJ 460 A; NY 360 B; Ill 150 Q; Ind 460 R; NY 632 A; Pa 460 A; Manila, Philippines, B; Canada 850 A; Wash 780 A; Minn 730 D; NY 630 AQ. Kenneth E. Smith - 1212 West 92nd St. - Los Angeles 44, Cal.  
Have about 50 foreign coins, small denominations, copper, brass, zinc, some silver and nickel. Also 8 or 10 foreign bills, mostly Japanese occupation currency. Will sell or trade for dupe tokens. Have Liberty nickels, Indian cents, will trade for dates I need or older U.S. small coins or tokens I need.  
R. F. Sanders - 4931 No. Mississippi Ct. - Minneapolis, Minn.  
For sale at Check List prices: Calif 835 D E; Ill 530 B; Kans 980 A; N.Y. 629 I, 630 AH; Ohio 750 A; Tenn 75 A; Wisc 500 B C; Alaska 300 E, 450 A D E H, 900 B.  
Ralph W. Winant - 500 West Summit Ave. - Wilmington 4, Dela.  
For Sale - Ky 250 C (lge ltrs) 35¢. La 30 D, 25¢. Mich 525 E, 35¢, lge ltrs. Pa 200 B, 15¢, E at 15¢; Pa 295 A, 25¢. Please remember stamped envelope.  
Morton Dawson - 121 Garfield Road - West Hartford 7, Conn.  
All issues of THE FARE BOX - complete from first issue of July 1947 to date, except March 1949 - for best offer. Will hold until December issue of this year.  
Charles R. Lamb - Long Beach, Washington

#### APPLICATION FOR MEMBERSHIP

The following application for membership, together with the admission fee and dues, has been received by the Secretary. If no written objection to such application is received by the Secretary by November 1, 1954, the applicant will be admitted to membership on November 10, 1954.

180 Myron C. Sobotta - 405 West 215th St. - Fairview Park, Ohio  
Age 47, Pipe Fitter. Collecting 5 years; 400 tokens.

#### CHANGE OF ADDRESS

95 Morton H. Dawson - 121 Garfield Road - West Hartford 7, Conn.  
24 William C. Gallagher - 4125 Madrone Road - Riverside, Calif.  
135 Emzy L. Thompson - 315 Pearl Street - Hartford 4, Connecticut

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#### PRICES REALIZED AT KENNETH SMITH'S PRIVATE AUCTION

Bidding was scattered and light. With the exception of 2 lots, majority of lots went at reserve. No bids on lots 28 & 47. At reserve: lots 3,10,11,12,13,15,16,18,19,20 to 27,29 to 33,35,37,39 to 45,49. Over 90% of bids at reserve. At 5¢ over reserve: 5,34,36,46. Other successful bids were: lot 1 at 85¢, 2 at 50¢, 4 at \$3.05, 6 at \$1.10, 7 at \$2.05, 8 at \$1.55, 9 at \$2.05, 14 at \$5.60, 17 at 50¢, 38 at \$2.05, 48 at 55¢, 50 at \$2.30. Highest bid received was \$7.00 by DiMichael on lot 14, which was awarded at auction rule of 5¢ over the 2nd highest bid, at \$5.60 over Jefferson's bid of \$5.55. This lot 14 had some bids between \$5 and \$5.25. Other lots which showed several bids were 1,4,7,9,34,38,48,50. Many of those who requested this kind of auction--consisting of patterns, freaks, etc., did not bid at all. List of lots will be found on page 73 of the August, 1954, issue.

ARKANSAS

College Heights 190 (reported by Morton Dawson)  
ARKANSAS A. AND M. COLLEGE BUS  
A WM 16 A Good For One Fare Only

CALIFORNIA

San Diego 745 (reported by Atwood MacDonald)  
SAN DIEGO TRANSIT SYSTEM  
O Bz 16 S-sc Good For One Token Fare (Sv-plated) \$0.20

COLORADO

Colorado Springs 140  
COLORADO SPRINGS TRANSIT CO.  
G WM 16 CS Good For One Fare .15

CONNECTICUT

New Haven 305 (reported by William Hofmann)  
ORANGE STREET BUS LINE CORP. (BUS)  
J Bz 23 Bar Good For One Fare (bus) .15

FLORIDA

Clearwater 105 (reported by John Coffee, Jr.)  
CLEARWATER TRANSIT INC.  
A WM 16 Sd Good For One Fare .20

ILLINOIS

Hillsboro 415 (reported by W. Vredenburg)  
HILLSBORO, ILL. CITY BUS ONE FARE I  
A o B 19 Sd Illinois Power & Light Corporation I 2.00

Saint Francisville 768 (reported by Ivan B. Cline)  
ST. FRANCISVILLE FERRY W.C. GILLESPIE OWNER  
/ST. FRANCISVILLE, ILL.  
A o A Ov Sd Good For 25¢ In Ferriage 2.00

INDIANA

Enterprise 275 (reported by Ivan B. Cline)  
STRIKER'S LANDING FERRY  
A o A 25 Sd Good For 1 Trip 2.50  
B o B 25 Sd " " " " 2.50

IOWA

Mason City 600 (reported by John Nicolosi)  
CITY TRANSIT INC. C  
F WM 16 Sd Good For One Fare C .15

CANADA - ONTARIO

Toronto 915 (reported by Harry Porter)  
TORONTO TRANSIT COMMISSION SUBWAY  
C A 16 Sd Good For One Fare Subway (red-enameled) .15

AUSTRIA

Vienna 900  
W ST. B. (Wien Strassenbahn)  
A o K 21 Sd (Winged wheel) 1938

OLD GEORGIA FERRIES  
By Ivan B. Oline

In the 18th Century, road laws of Georgia were very curious affairs. Good highways were few, and therefore much attention was given to ferries. People realized that something had to be done to cross rivers, and since there were no skilled engineers to build the bridges, they built boats.

The Atlanta Constitution of January 3, 1891, gives an account of the Act approved April, 1768, regarding the ferry at Ebenezer. Foot passenger, 2d. Person & horse, 2d. Ever wheeled carriage, 2d. per wheel. Ever single horse, 3d. If swam, 1½d. For cattle, 3d. If swam, 1½d. Calves, sheep, and hobs, 3d. If swam, 1½d.

Ferries did a thriving business and the Lisbon Ferry, operated by the highway department, linked Elbert and Lincoln Counties, serving those who desired to cross the Savannah River into South Carolina, or the broad into Lincoln County. This was the last of the ferries to disappear, before the bridge replacing it was completed.

Records of 1798 show that Old Dan Tucker, known as the Grand Old Man, who washed his face in a frying pan and combed his hair with a wagon wheel, etc., bought Brooks Ferry Tract on the Savannah River, including the ferry and all equipment. No record is found as to how long it had been there when Tucker bought it.

Hutchinson's Ferry plied the yellow water of the Chattahoochee River, carrying traffic between Palmetto and Hullet. The old Campbellton Ferry plied between Fairburn and Douglasville, 19 miles from Atlanta. History tells us that the Creek Indians had a village on this ferry when the first settlers arrived. In 1901 the charge for transporting a wagon traveling over the river by canoe buggy or car was 35¢, with nothing for the passengers. The ferry was attached to an overhead cable by ropes and propelled by angling the front end upstream and the stern downstream so the current propelled it through the water like a sail boat.

Many ferry tales are told, one of the most popular being that two brothers operated separate ferries on the Broad River. One of them cut down the fee until he would ferry a farmer and his team across for five cents. The other, not to be outdone, dropped all charges and gave a free watermelon to boot.

Before bridges were built, there were thirteen ferries on the Chattahoochee in Fulton County: Hutchinson, Capt, Neals, Austell, Pinkintown, Campelton, Adamsville, Powers, Paces, Johnson, Nickajack, Bolton, and Roswell.

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The Editor discovered the new issue from Clearwater, Fla., in an interesting manner. I was reading a magazine of true detective cases, and it stated that a murder in Clearwater was solved because on a valuable clue, which was one of the small metal tokens used in the city. This surprised me, and I wrote the company down there. Sure enough, they sent me three tokens for 25¢. Later on, John Niclosi wrote them, and received only six of them for \$1.00. So we don't know what the actual rate of fare is. Probably 20¢.

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

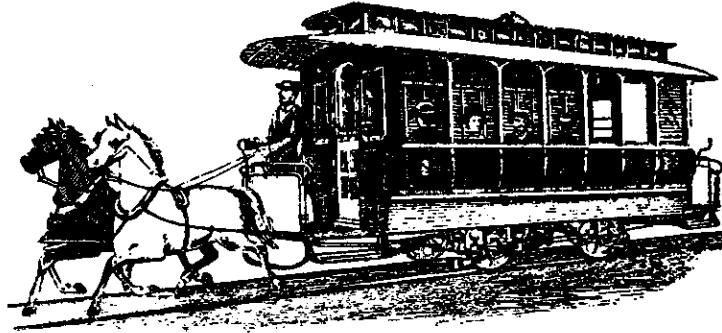
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NUMBER 11

This has been a quiet month, with very little correspondence coming in the Editor's direction. Generally, this indicates a reduction of activity in the hobby in general. Without doubt, there are periods when tokens just seem to stop coming in. It is in these moments that many collectors lose interest and think of selling out. As a matter of fact, however, I think much of the trouble lies with ourselves. Too many of us sit back and expect others to dig up tokens for us, letting us have them for cash. I think it only fair that we all should endeavor to uncover tokens. I have often pointed out that the real enjoyment of this hobby lies in the hunt for old tokens. During the past year, Mr. Cline has without doubt been most active in this line. Let's see if in the future more of us can't locate a few old tokens. It will stimulate the hobby and add to the enjoyment of us all.

While few articles came in during the past month, we had several holdovers from the previous month for this issue. Without them, it would have been difficult to fill up an 8-page issue. Now that we are low on articles, how about sending in some for the December issue? Let's see if we can make December a 12-page issue. It will depend on the members.

It is interesting to note how many advertisements now contain offers to sell tokens for cash. When I started out in this hobby, some eleven years ago, it was difficult to find a single collector willing to sell even common tokens for cash. Everyone wanted to trade only. How times change! I think the change has been for the better, because it makes it easier for new collectors to build up their collections. I only hope it doesn't spoil a lot of collectors into thinking they can continue indefinitely to build their collections with money. The truly rare tokens still are held for trades, and you've got to have something equally good to trade for them.

The list of Manufacturers' Samples will begin in the next issue without fail. Lack of time & space pushed it up another month.

MIDWEST NOTES

News from this part of the country has been sort of scarce of late, but we will try to bring you up to date at this time. Probably the item of highest value at present in the minds of the Midwest Transportation & Ticket Club members is their exhibit at the Minnesota State Fair, which was held from August 28 thru September 6. Rather than compete against each other, the members went together and supplied the necessary frame, tokens, tickets and equipment for one good sized display. Out of three entries in the "Tokens and Medals" classification, our entry won the first prize award.

Since the first of the year 1954, our club has had some interesting meetings and changes. With some membership cancelations, and some new additions we have 14 members on the club roster. About the first thing done this year was the adoption of a new Constitution for the organization. This new instrument was done in language easily understood by all members and had several changes from the old instrument. Chief among the changes was stripping the Executive Board of its powers, and placing the running of the club in the hands of the membership, where we believe it belongs. Our meetings were changed from once every three months to the first week of every even-numbered month, or every two months. Our present officers consist of Bob Sanders in the driver's seat, with Julius Kurtz as his assistant. Bob Butler was returned to the Secretary's office, and Ben Barraclough was retained as the club Treasurer. Harold Chesney is the appointed Custodian.

One of our newest, and probably most prized, addition to the club library is a booklet entitled "Electric Railways of Minneapolis and St. Paul," and we find it an interesting history of the now obsolete, and non-existent, streetcar system in our two cities. The system has been entirely converted, in a period of 25 months, to new 51-passenger General Motors buses, and the streets once used by streetcars are being gradually covered with new black-top paving.

To sum things up and close this report, the Midwest Transportation Token & Ticket Club is gradually growing, and is finding unlimited enjoyment in collecting tokens and holding its meetings. We attempted to hold a weiner roast on the 11th of September, but conditions beyond our control cancelled, and postponed, this outing, but our spirits are not generally, or easily, dampened. Happy collecting to all, and we will try to supply more reports in the future.

- Robert M. Butler

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Mr. Moulton reports that Detroit & Canada Tunnel Co. is now using 70,000 Mich 225 F's, selling at 10 for \$1. When supply is gone, a new WM 16 Sd token will go into use. This WM token will be 225 K when placed into use. Then oxidized 10,000 of the WM ones and sell them to one-way customers at 15¢ straight (Mich 225 I). For round-trip customers, they sell the new B 16 Sd token at 2 for 25¢ (Mich 225 J). J is similar to H, but solid. Steel tokens are all gone. Tokens are sold only on Canadian side of the river, where all fares are collected for traffic in both directions. The company operates its own buses through the tunnel, and tokens are good for rides on the buses, through the tunnel.



NEW YORK CITY TOKENS  
By Albert Field #129

New York City Transit Authority

The 41,500,000 tokens for the Authority were made by three companies: Osborne Coinage, Scovill Manufacturing, and Meyer & Wenthe.

The Authority has a method of identifying genuine tokens but, in order to avoid possible assistance to dishonest persons, this method is a closely-kept secret and no hint of it can be given.

However, it is possible for collectors to distinguish the three master-dies of the companies by the shape of the letter G in GOOD.

- I. The lower right corner of the G is circular (Osborne)  
(There are dots at sides between upper & lower words on Rev.)  
(Machining of background comes to hollow point at rim.)

Solid: AS-1 a) smooth-surfaced NYC  
b) mottled-surfaced NYC (about 4,000,000 of both types)  
Y-cut-out: AT-1 ..... (about 2,500,000)

- II. The lower right corner of the G (below the crossbar) is square. (Scoville Mfg Co.)  
(There are no dots on reverse, and wider spacing.)  
(Machining at rim is arched.)

Solid: AS-2 a) smooth-surfaced NYC (7,000,000 of both types)  
b) mottled-surfaced NYC (both types)  
Y-cut-out: AT-2 ..... (4,500,000)

- III. There is a serif on the G which drops from the outer end of the crossbar to the level of the base: this makes the end of the letter like an arrowhead. (Meyer & Wenthe)

Y-cut-out: AT-3 Genuine (23,500,000)

Y-cut-out: AT-4 Counterfeit. This can be identified by the fact that the lined background does not show clearly inside the letters (particularly the O's). This is due to the fact that it was made by dies of impressions taken from a genuine token.

Therefore there are eight different tokens of the New York City Transit Authority. Seven of them are genuine.

Tokens of type AS-2a are to be found in two qualities: normal and inferior. The inferior token has a rim so low that the token will not stack properly, and shows other signs of the great haste with which the tokens were manufactured. The Authority called this condition to the attention of the maker, and it was corrected on later tokens.

The Authority also requested that the letters NYC be mottled. The 3,000,000 smooth-surfaced ones (both types) were accepted only because of the need for speed.

## New York City Tokens (continued)

It was intended that all tokens be made with the Y cut out, but time did not allow this. The solid token is less easy to identify and it is being withdrawn from circulation.

### The Counterfeiting

The first organized attempt at wholesale counterfeiting of transit tokens was an immediate failure.

The maker used an impression of each side of a genuine token to make dies which he used in his shop to stamp out a large number of fair copies of genuine tokens. Then, to profit by his work, he had to dispose of his product in quantity, but without advertising! He set up a scale of prices for various quantities, and made contact with petty crooks to distribute for him.

Other members of the "underworld" did not approve, and within one day the police had started to track the counterfeit to its source, arresting the maker before he was even aware that anyone had noted it.

Since tokens are not money, the federal laws do not apply, and the man can be convicted only of defrauding the city. All counterfeits found are being impounded by the Transit Authority, which cannot release any of them even to collectors. (I hope the city sues for the 15¢ that each fake represents, plus all costs of detection and legal action!)

Now a state law makes counterfeiting of transit tokens a felony, so the chance of another try at this stupid dishonesty is slight.

The Authority is alert to the use of substitutes also, and arrests have been made, the penalty for first offense being \$25 and/or 10 days in jail. At present it is interesting to note that less than 1/100th of 1% (.0001) of fares are non-legitimate.

When the fare was raised from 5¢ to 10¢, there was an increase in the number of substitutes used in collection boxes. But when the fare went to the present 15¢ (token), the number did not increase in proportion.

Out-of-town tokens which are found are sorted and exchanged by direct correspondence with other transit organizations (our catalog being used for identification!) The Authority gets back about 13½¢ for each one, so the net loss is slight. Collectors may call at the Transportation Building and buy them at 15¢ apiece if they sign an agreement not to allow them to get back into circulation.

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Our congratulations to Atwood L. MacDonald of San Diego who won the Blue Ribbon at the California State Numismatic Association Exhibit, held at Riverside. His exhibit consisted of transportation tokens, and he says he will forward us a picture of the display. It is such participation by our members that helps spread information about our hobby. Displays of fare tokens are a sure-fire winner in these displays, and never fail to arouse interest.

For Sale at catalog price of \$3.50 - Mankato horsecar tokens - Minn 510 A - Please send stamped envelope, self-addressed, with remittance R. M. Butler - 731 East 26th Street - Minneapolis 4, Minn. FREE - one Dollar token with each order of 100 all different large-size tokens for \$7.50 postpaid. Exchange duplicates with me, I will return equal value.

C. J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

For Sale - Mo 440 E, 50¢. Calif 575 A (8 windows) 50¢. Kans 940 M (a new issue) 10¢. N.D. 320 B 35¢. Kans 970 I, 10¢. Mo 910 K, 20¢. Iowa 380 A, 25¢. Ind 660 A E, pair 10¢.

Harold Ford, Jr. - 1244 Louisiana St. - Lawrence, Kansas

Attention new collectors: I have several hundred dupes of the 10¢, 15¢, and 20¢, variety for sale or trade. Send your want-list and I will get to work on it.

C. G. Jefferson - 8845 Wallingford Ave. - Seattle 3, Wash.

Rubber stamp reading "Hand Stamp Please" for sale at 40¢ each. Your duplicate token lists solicited.

Claude G. Thompson - 2445 Aldrich Ave. So. - Minneapolis 5, Minn.

Wanted, the following back issues of The Fare Box: Vol 6, #1-5 (Jan thru May of 1953). Also any or all of Vols 1,2,3,4,5. For whatever you sell or need. NOTE NEW ADDRESS.

Emzy L. Thompson - 409 Prospect Ave. - Hartford, Conn.

Wanted, the following tokens: Ark 105 C, 285 C, 450 C, 480 H N Q, 405 B; Colo 760 C E H I; Conn 560 H; Ga 70 C, 630 A B; Ida 100 L; Ill 70 F; 235 C D, 350 E, 455 E G, 460 F G, 470 B, 495 D, 740 A, 795 P Q; Ind 570 E, 610 C D, 500 A, 860 F, 890 B C, 930 E F.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

#### CHANGE OF ADDRESS

Emzy L. Thompson, Jr. - 409 Prospect Avenue - Hartford, Connecticut

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#### PITTSBURGH DISTRICT NOTES

On Sunday, July 18, the Pittsburgh District Token Collectors held their first open air meeting and picnic gathering at "Hagy-Acres" Farm (?), Magee Road, Sewickley Heights Twp. Even though the weather earlier in the day was threatening there was a good turnout of members and their families, plus one visiting group, Mac McRobie and his family from Akron, Ohio.

As to be expected the main topic of conversation was tokens, and the main activity was examining and trading tokens, though everyone managed to take out enough time for taking a few pictures and of course to partake of the food which was both good and plenteous. The children present (or perhaps I should add the younger folks) played badminton, etc., as well as hiking over the grounds berry picking, or whatever suited their fancy at the time. It was both enjoyable and profitable; quite a few tokens changing hands; and we will no doubt make it an annual feature of our schedule. It was regrettable that more visitors could not attend; perhaps next year will see all AVA members within driving distance at our gathering. My personal thanks to the Blacks, Mackie, Eisenberg, Piper and Kachmar as well as McRobie for attending and helping to put it over. I might add that next year Hagy Acres may have the barn horses, and cows thus entitling it to the unquestionable status of "farm" (OK, MAC?).

PITTSBURGH DISTRICT NOTES (continued)

With the regular meeting of Pittsburgh District Token Collectors on Sunday, September 19, in Room 1208, House Bldg, our group started off the Fall season, with plenty to discuss. The previous meeting at the "farm" was gone over in detail, everyone agreeing that the persons in charge had done a fine job. The pictures taken were shown, and will be entered into the records.

Inasmuch as the Blacks and Bartley had attended the Convention they spent some time in recalling the events there plus their own individual experiences, which were many and varied, too. The badges and pictures of the convention were shown, giving the stay-at-home members a fairly clear picture of what had transpired. There were even some duplicate tokens brought back which were eagerly snapped up by the members.

Starting with Pennsylvania a new system of going over Atwood Catalog listings is being considered by the group. A record is being kept by your reporter of the number and types of each token in the possession of a group member, and later on these types will be fully examined and determined. As previous discussion had taken nearly all the time for the meeting, not much was done on this latest phase, but our next meeting, Sunday, November 21, should see this form of activity in full swing. We therefore urge that all AVA members who can make it, attend.

A few observations of the Convention by your district reporter: Evansville, a nice place, and the Vendome, a very good choice for the meeting place.....the side trips to the Steamboat Inn Bar on NW 2nd Street for a big cold glass of my favorite beverage.....the late evening gatherings in the rooms of various AVA members for token trades, ETC.....Ivan Cline's skillful handling of details. He deserves a lot of credit for doing so much entirely by himself, too.....the supper and late snack gatherings with entertainment aptly furnished by Mac McRobie.....the Saturday Banquet at the Hotel.....the smoothness of the meetings themselves.....the general attitude of the members.....the covering of the affair by the Evansville newspapers.....these and many more incidents all deserve mention.

An apology to the members present for an oversight on my part--bringing the movie film of the Pittsburgh Convention along and then not seeing that arrangements were made to show it until too late. Perhaps my exhibit of Pittsburgh District tokens and the AVA roster board will help excuse me.

All in all, I enjoyed myself and my family did, too. From all accounts most of the others did also, as even non-members found things to do of interest, and plans made for their enjoyment. Let us hope we can all make it to Seattle and once more renew old acquaintances as well as make new ones. From your Pittsburgh reporter -

- Harry C. Bartley

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Lewiston, Ida 440 A was used on the streetcar line there around 1900. All Lewiston tokens became obsolete in February, 1951.

-page 101-  
By Ralph Freiberg

New Haven		305	(reported by John G. Nicolosi)	
			ORANGE STREET BUS LINE CORP. (BUS)	
K	B	23 Bar	Good For One Fare (bus)(bronze-plated)	\$0.15
L	S	23 Bar	" " " " " " " "	.15
			ORANGE STREET BUS LINE, CORP. (BUS)	
M	WM	23 Bar	Good For One Fare (bus)(bronze-plated)	.15

Topeka 940 (reported by Harold Ford, Jr.)  
 M WM 20 Sd TOPEKA TRANSPORTATION CO. INC. T  
 Good For One School Fare T .10

Detroit		225	(reported by Rodney K. Moulton)				
			DETROIT & CANADA TUNNEL CO.				
I	WM	16	T	Good For One Fare (oxidized plating by Co.)			.15
J	B	16	Sd	"	"	"	.15
Sault Ste. Marie		885	(reported by Schwartz (C) & Barnett (D))				
			INTERNATIONAL TRANSIT T				
C	B	16	Sd	Good For One Adult Fare T			.15
D	B	20	Sd	"	"	Child T	.10

Winona 980 (reported by John G. Nicolosi)  
WINONA TRANSIT CO. WT  
E B 16 Ball Good For One Fare WT (bronze-plated) .15  
F WM 16 Ball " " " " " " " " .15

<u>Beatrice</u> 120 (reported by R. K. Frisbee)			
		BEATRICE BUS LINES (BUS)	
C	Bz 16 Ball	Good For One Fare (bus)(2 slots)	.15
		BEATRICE SCHOOL (BUS)	
D	WM 16 Ball	Good For One Fare (bus)(2 slots)	.10

Atlantic City		20 (reported by John M. Mackie, Jr.)	
		ATLANTIC CITY JITNEY'S	
E	B 16 J	Good For One Fare (in one continuous line)	.15
F	B 16 J	" " " " (in two lines)	.15

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\* RALPH FREIBERG'S COLUMN

Starting off this month we have a couple of new tokens from Beatrice, Neb. These are tokens with the new type bus and are a little different: one has "school" on obverse, but they are used by the same company. These were reported by Toby Frisbee. Another new school token from Topeka, reported by Harold Ford.

A couple months back we reported a Maverick #47 and figured it was somewhere close to the Canadian line. Floyd Barnett has now discovered its location, and they also have a school token. What the T stands for is still unknown.

RALPH FREIBERG'S COLUMN (continued)

The Detroit & Canada Tunnel is now back on tokens and has three different rates of fare, but possibly Rod Moulton of Detroit can give a better description of them so will leave it up to him.

John Mackie made a trip to Atlantic City and noted the two different reverses. I would imagine most had the 20 E but then again it is hard to tell which one was used first. So you see, it always pays to examine both obverse and reverse of any token that you may see.

Winona, Minn., is now on a 15¢ or 2 for 25¢ fare so the brass and white metal ones were bronze-plated. On tokens such as these, where they have been plated, keep an eye out as in a lot of cases they will order a new supply in solid bronze when the present supply runs low. This pattern has been followed often in the past--sometimes these bronze ones appear long before anyone notices them. Note this same pattern for Orange Street Bus Line: they ordered some new tokens and also plated their old tokens for an additional supply. Note 305 E should have same obverse as 305 M, so when you examine these tokens if there is a comma after LINE, it means white metal underneath. With no comma it is brass or steel, depending if a magnet picks it up. Wish all companies would be as simple as that.

Here are a few companies that bronze-plated their tokens and then came out with solid bronze ones: Minneapolis, Washington D.C., Fresno, San Diego, Lorain, Lyons. Note this doesn't apply in all cases as some companies have enough tokens on hand at time of plating.

In the past couple years it seems quite a few companies have plated their tokens have I have been asked by a couple collectors if it is necessary to collect all these varieties. This is entirely up to each individual. We have merry-go-round tokens which some will not collect, we also have some heavy paper tokens called "fiber" which some may not collect. Others may only collect streetcar tokens, so my advice is, collect what you darn well please. It was decided at the 1951 convention to keep all tokens in the Check List that have already been listed provided they do exist. However, I do not advise anyone to collect plated tokens which were plated by companies other than the regular issuing company, by mistake. I do have some which were plated by other companies by mistake. In fact, have one from Winona which I think was plated by Minneapolis. However, there is a slight difference in the color of plating and could be told when token has very little wear.

I was in Chicago a few months back and picked up some extras of their plated tokens. These sell at straight 20¢ fare, so send me 20¢ and stamped envelope while my supply lasts. On these Chicago tokens, was told that they were glad they plated them as it made it easier for the operators to tell tokens from dimes. In Oakland, California, they also use 575 K and L rather than the white metal ones so it would be easier to tell tokens from dimes. So here is a case of using tokens with dates of 1945 and 1947 rather than ones with later dates.

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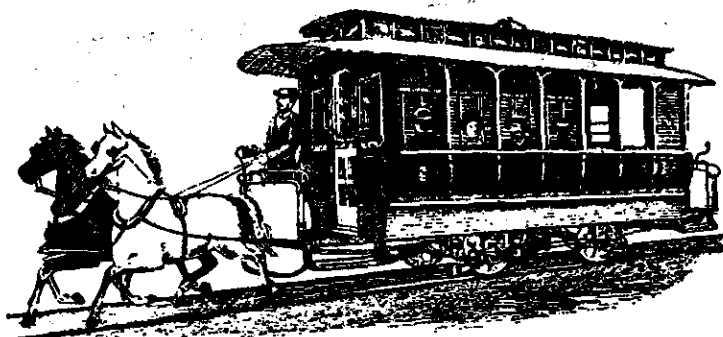
At the last annual convention of the American Transit Assn., a prominent speaker suggested that bus & car operators henceforth should be known as "operating engineers."

# THE FARE BOX

A Monthly News-Letter  
for Collectors of  
Transportation Tokens

Published by the  
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Association

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VOLUME 8

DECEMBER, 1954

NUMBER 12

Included as part of this issue collectors will find a complete list of Manufacturers' Samples, compiled by Mr. Freiberg. It is a simple arrangement, and collectors may refer to a sample token by using the group number, followed by the letter designating the particular token. For example, "Sample 15 B" refers to the second token listed under Group 15. It should be understood that these items are not regular transportation tokens, but are samples sent out by token manufacturers to show the type of work they can turn out. At times these items have actually been used by companies awaiting the arrival of their regular order of definitives, however.

Roy Carpenter informs us that his token exhibit entered in the Hawthorne Associated Club Exhibition (representing over 20,000 employees of Western Electric Company) took a First Prize Blue Ribbon. He says he used tokens to spell "transportation tokens" across the top of the case. The center area of his display was used for a variety of shapes, materials, and designs of tokens including a brief typed description (including something about the A.V.A. and THE FARE BOX) and bus and streetcar pictures. It created quite a stir and received a lot of attention. The coin club has asked him to give a talk on transportation tokens, and he is to be presented with a gold medal very soon. Mr. Carpenter has asked me to express his thanks for that token with a "K" in it, for which he advertised some time back. It was the heart of his display and in no small way responsible for its success, he says.

This is the time of year when we should send in our 1955 dues to the Secretary, Mr. Schwartz. Don't put that off. This has been our biggest year as far as THE FARE BOX is concerned, with 114 pages in Volume Eight. We can make Volume Nine considerably larger than that with the cooperation of the members--if you will honor your Editor with a few articles on interesting subjects. We really need them, so please let us hear from you before too long.

FOR SALE at \$1 each: Calif 525 A, 775 A; Ill 130 C; Minn 620 B & C; Mo 860 B; NY 780 C; Ohio 10 E; Okla 640 A; Tenn 375 C; Wisc 500 B & C; Alaska 300 F. TRADE - C & D CANAL token (dated 1825) for a \$3.50 token.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio  
I have 6 Ohio 10 A for sale at \$2.50 each or what have you to trade. Several frames of tokens usable for display purposes to sell or trade as complete units.

M. B. McRobie - 1073 Pitkin Ave. - Akron 10, Ohio  
For sale or trade at catalog: ND 600 B (no rim); Pa 70 A and B.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.  
For sale - Conn 305 E, 15¢. La 30 E, 15¢. Ohio 165 AB, 15¢. Have 5 of each.

Morton Dawson - 121 Garfield Road - West Hartford 7, Conn.

### CHANGE OF ADDRESS

27 Kenneth E. Smith - 328 Avenue F - Redondo Beach, California  
135 Emzy L. Thompson - 490 Prospect Avenue - Hartford, Connecticut

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### THE OLD SCHUYLKILL FERRY By Ivan B. Cline

When the sturdy Swedish settlers who preceeded the colonists of William Penn ventured into the interior from what is now Philadelphia, many of them followed the Kittanning Path, one of the best known trade routes out from the Delaware and the Schuylkill. At that time there was no ferry across the Schuylkill at the present Market Street. No ferry was provided until after the meeting of the first Assembly in 1682. The keeper of the first ferry was not satisfactory to the early travelers. When some of them appealed to the Council, he was warned to expedite a sufficient ferry boat for horses and cattle to pass to and fro over the Schuylkill and also to make the way on both sides easy and passable both for horse and man to low water mark, otherwise ye Council will make Care to dispose of it to such as will dispose of ye same. Complaints continued till 1723 when the ferry privilege was leased to Aquila Rose for 21 years. He was required to get substantial boats and make good landings. In consideration of this investment, the promise was made that he should have a monopoly of ferry privileges for some distance up and down the river, and he was allowed to charge a reasonable toll. Foot passengers were taxed one penny, and a loaded cart or wagon had to pay one shilling. He went ahead with pleasing speed to mend the conditions of which complaint had been made but only a little while after the ferry privilege became his, he was drowned while at work.

In 1770 the entire income of the city of Philadelphia was but 800 Pounds, and 200 Pounds of that amount came from the Market Street Ferry, which had been taken over by the city.

During the Revolutionary War, several floating bridges were built at this point, but the first permanent bridge was built by a company incorporated in 1798. The bridge was of wood on stone piers, and it cost \$300,000. This was the first covered bridge in America.



By Ivan B. Cline

As early as 1830, people of Evansville began to talk about railroads as a possible means of public transportation. This was an important and prosperous river town, true. But it sought new ways of making its river traffic even more important to the upland areas. The Wabash-Erie Canal had been proposed and even started. But though there were great hopes for this man-made waterway, it ran into 43 varieties of trouble. Actually only two boats operated on the Canal in this area after it was completed.

In 1835 the Legislature passed a bill known as the Internal Improvement Bill. It provided for construction of a railroad running northward from Evansville. For a few months the barber shops were full of big talk. Then the 1837 panic shut off the planning and even the talking. Evansville, like other places, became a city of sad citizens economically speaking. Business picked up, though, and the man-talk around town swung back to railroading in 1843. A lot of business men were pretty burned up over the way certain river captains were acting. Pretty choosy about cargoes and pretty fast with the pencil on toting up the tariff. Competing river towns like Madison, New Albany, and Jeffersonville, had gotten the nod to start railroads north from their docks. So Evansville got on the ball, too.

Samuel Hall of Princeton put the arm on John Ingle and John S. Hopkins of Evansville. With others, they asked for and received a charter for the Evansville & Illinois Railroad. On the board were John Wise, John Ross, and many others. Within a year they had raised \$279,000. All but \$79,000 of it was Evansville money.

Contracts were let October 17, 1850. This would build 27 miles from Evansville to Princeton. The same year the embryonic railroad contracted with Hugh Steward to build a depot at 8th & Main. Mr. Stewart, incidentally, was one who had helped build the ill-fated canal.

We'll shift now to May, 1851. Residents flocked to the river-front one day to watch the packet boat Fort Pitt bring in some exciting cargo. It was a 17-ton locomotive, trimmed with much brass. The papers said it was a huge thing and handsome. For that day, it was. Today it would be a mite puny beside our 150-ton items. They named this first locomotive the Vanderburgh and it must have been more fun than a sorority house fire to watch the men move it up Locust St. from the riverbank to 8th. There was no track, of course. So squads of men labored all day, putting down track sections before the locomotive then running around behind to pick them up and re-lay them ahead again. That sounds like a hard way to go railroadin' but that's what Roy Ferguson says they did. By June of that year, they had permanent tracks laid to Pigeon Creek. Big July Fourth celebration consisted of riding the flatcars equipped with benches out to the creek and back. Tickets for this hair-raising adventure were purchased in advance from Mr. Hopkins' store on Main.

The first passenger car arrived just too late for the celebration. It came from Dayton, was equipped with mahogany veneering and red plush seats, cost \$2,050 and could carry 60 people. Comparison note: today's streamlined coaches seat 110 passengers and cost upwards of \$100,000.

By October, 1851, the track ran 10 miles north to Inglefield. December saw the rails laid to within 5 miles of Princeton, then a steel shortage caused a shutdown. The eager railroaders began service anyway. North-bound passengers rode to the end of the line and then did the last 5 miles in hired hacks. The last stretch to Princeton was finally completed in March, 1852, and a two-hour running time was established.

Now comes another railroad, the Wabash. It got the OK to build track from Vincennes to Terre Haute. The plan was to consolidate with the original company when and if it could get track laid to Vincennes. This was completed in June, 1853. The north end of the deal, handled by Wabash & Illinois, and the Wabash, merged to become the Evansville & Crawfordsville Railroad. For a time passengers were ferried over the White River and placed aboard another train on the far bank. Then in November, 1854, the through line was completed.

One more item. The line through Evansville (down Division, Pennsylvania, and Ohio streets) was completed in 1879, and the beltline, then on the outskirts, was finished in 1884. There were, of course, no electric signals or automatic safety gates. But early day Casey Joneses were not unaware of the dangers in jockeying a locomotive along city streets. They didn't even have crossing watchmen. But they did have flagmen on ponies.

The mounted safety engineer rode ahead of each train. He carried a red flag which he would wave with vigor at each crossing. His pony had a bell strapped around its body. When residents of the early 1880's saw the flag and heard the belly-bell, they headed for the tall timber.

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#### FROM THE EMBLEM COMMITTEE

To members of the A.V.A. Work has been under way for several months on the project of supplying the membership with an emblem of the organization. The chief emphasis has been on the designing and manufacture of a lapel pin which could be worn on the clothing of both men and women members, although some thought has been given to a small plaque which could be displayed in the home.

Those of you that attended this year's convention in Evansville, Indiana, will recall that the committee sent a report on the price of getting lapel pins manufactured. Plaques were also mentioned at the convention.

Inasmuch as no decision was reached on the matter of pins or plaques, the President has asked that the committee continue to function and to call for a vote of the entire membership before proceeding any further with their work on the matter.

Will each of you, therefore, take a two-cent postcard, mark it with either "pin," "plaque," or "both pin and plaque" and mail to R. M. Butler, Committee Chairman - 731 East 26th Street - Minneapolis 4, Minnesota? Please do this as soon as possible, so that work may be resumed. Thank you.

ALABAMA

Mobile 560 (reported by Max M. Schwartz)  
MOBILE LIGHT AND RAILROAD CO.  
I o WM 20 Sd Trackman \$2.00

IOWA

Osage 710 (reported by Floyd O. Barnett)  
WILLSON'S BUS & BAGGAGE. PHONE 358 OSAGE, IOWA.  
B o A 29 Sd Good For One Ride 3.50

NEW YORK

Sackett Lake 800 (located near Monticello)(ex Maverick #50)  
SACKETT LAKE BUS LINE (BUS)  
A Bz 23 Bar Good For One Fare (bus) ?? .15

PENNSYLVANIA

Hazleton 455 (reported by Michael Super)  
BARAN'S TRANSIT LINES  
D Bz 16 B Good For One School Fare .10

TEXAS

Del Rio 265 (reported by Morton Dawson)  
DEL RIO MILITARY BUS LINE (BUS)  
A B 16 Bar Good For One Fare (bus) .25

UNIDENTIFIED (reported by Schwartz (56), and D. Smith (57))

LAKEVIEW  
56 A Oc Pc Good For 1 Ride (20mm)  
TRI CITY RAILWAY CO. HALF FARE  $\frac{1}{2}$   
57 WM 20 Bar Children From 5 to 12 Years  $\frac{1}{2}$   
TRI CITY RAILWAY CO. BRIDGE  
58 Bz 20 B Good Only 6 to 7 A AM 5 to 7 PM

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RALPH FREIBERG'S COLUMN

Heading this month's new issues is an oldie picked up by Floyd Barnett from Osage, Iowa. These old aluminum tokens are some of the hardest ones to find as they were never made in large quantity.

So far only a couple of the Sacket Lake, N.Y., tokens have been found and it is possible they were destroyed, so the price doesn't mean anything on this one. Have another token from N.Y. State, similar to NY 25 F but 20mm instead of 19mm. Since this company runs buses in several cities, I've held up the listing till I'm certain of its city of origin. It will be NY 315 B if I can't find out--it is exactly like 25 F, but 20mm. So it pays to examine tokens for size. Speaking of token sizes, I have a letter from Rod Moulton about Pa 495 B. There are 2 sizes of this: 21 $\frac{1}{2}$ mm & 22mm. We'll call the former 22mm, putting "21 $\frac{1}{2}$ mm" in parentheses. Also similar to the B token there is another one like 495 A. There is a white token 24mm and another of 23 $\frac{1}{2}$ mm which is more of a cream color. Perhaps some will not want to see 2 numbers of this listed because of the slight difference between cream and white. Anyhow examine your 495 A & B to see what varieties you have. Also in sizes of tokens, John Nicolosi has shown me Hawaii 540 D and G, besides one having an apostrophe and

not on the other there is another  $\frac{1}{2}$ mm difference in these tokens but both come under 21mm.

In making the list of Sample Tokens I have noted another difference in size. Seems different companies for making fare boxes have certain sizes for tokens to drop thru and on our 20mm tokens there are 2 sizes which maybe we can call a small size 20 and a large size 20. One is .780 and other is .800 but according to our scale of measurements we have to call them 20.

In one of the collections I bought a year ago I have a token for Tri City Railway Co. Bridge. There is a 20mm Bz token which was good only at certain times but don't know if for passage of a machine or for a fare. There is also a 20mm WM token for half fare. It would almost sound like a listing for Rock Island, Ill, but don't know.

Some companies may think tokens are a pain in the neck but noted recently Des Moines is asking for a jump from 18¢ to 20¢ and use of tokens as they say they can't tell if the exact fare is paid with too many different coins to make up the rate. Baltimore also got a straight 18¢ fare but after a couple weeks asked for 2 for 35¢ & token to save time in loading bus. What token is used, I don't know. Also have word Pittsburgh is using tokens again to save time in loading.

Some time back a ruling was made for companies either to sell power or transportation but no one wanted to buy out Duke Power Co. which operated in N.C. Anyhow, properties have finally been sold to an outfit with headquarters in Detroit which also controls Evansville, Flint and Jacksonville (Fla) bus lines. At present, companies under Duke Power were on a dime fare but if their fares ever go up, we'll probably see new tokens--so anyway the last of the large power & light companies has left the transportation field.

Don't know if the Del Rio token is obsolete or current, but I think it must be good for 25¢ fare, at least judging from number of tokens they sent for a dollar. The school token reported by Super in Hazleton is from a firm that also operates in other Pa. cities.

Dave Jordan reports a token listed in The Fare Box in March 1950 as a Maverick, Donkin Bus Service, should be listed under Donkin, Nova Scotia, Canada. Don't have the number for this city as yet.

Max Schwartz has discovered another of those different types of Mobile, Ala., tokens which has the word "AND" instead of "&". Would appreciate hearing from anyone who has any of Ala 560 D N or Y, as somehow I believe that there is one of each of these and therefore again a case of where the price listed on these doesn't mean a thing.

We are now coming to the end of our year and there are a few tokens which I think should be deleted from the Check List. Mention of these has been made earlier. Only tokens deleted from our present List were listed in February 1954 issue, so final notice of the following will appear in February 1955 issue. So if anyone should have any of the following, please let me know. The following will be deleted as non-existent: Ill 795 F; Ky 510 Z, 670 F; Md 60 F; Mass 970 G; Minn 230 B; Pa 765 Y will be deleted and put in the pattern list. Iowa 310 E will be dropped as there is only the copper token like 310 D; Iowa 310 L will be dropped as there is only the bronze token, like 310 M.

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Remember that now is the time to send your 1955 dues (\$2.00) to our Secretary, Mr. Schwartz - 130 West 42nd St. - New York 36, N.Y.

CHECK LIST OF MANUFACTURERS' SAMPLES  
By Ralph Freiberg

Group 1

A o WM 16 Sq-sc      L. F. GRAMMES & SONS INC.  
Allentown, Pa.

Group 2

A o WM 16 S      SATTLE COMPANY  
(same as obverse)(diamonds)

Group 3

A o WM 16 H-sc      STREET RAILWAY TOKENS  
Good For One Fare (no diamonds)

Group 4

A o WM 16 Bar      SCOVILL MFG CO. TOKEN  
Waterbury, Conn. Sample

Group 5

BELL REGISTER, INC.  
Springfield, Mass.

A o WM 16 Tr-sc	"	"
B o WM 16 1	"	"
C o WM 16 2-sc	"	"
D o WM 16 3	"	"
E o WM 16 3-sc	"	"
F o WM 16 4	"	"
G o WM 16 5-sc	"	"
H o WM 16 6-sc	"	"
I o WM 16 7-sc	"	"
J o WM 16 8	"	"
K o WM 16 9	"	"
L o WM 16 10	"	"
M o WM 16 11-sc	"	"
N o WM 16 12-sc	"	"
O o WM 16 13-sc	"	"
P o WM 16 14-sc	"	"
Q o WM 16 15-sc	"	"

(numbers appear in normal and in reversed positions in Group 5.)

Group 6

ALLOCATED METAL TOKENS (STARS)

A	B	16	A	Good For One Fare (no diamonds on any reverses)
B	Bz	16	A	" " " "
C	B	16	H	" " " "
D	Z	16	H	" " " Full Fare (dull zinc)
E	WM	16	I	" " " Fare
F	B	16	K	" " " "
G	B	16	L	" " " "
H	B	16	M	" " " "
I	WM	16	O	" " " "
J	WM	16	P	" " " "
K	Z	16	R	" " " (silver-plated zinc)
L	S	16	S	" " " "
M	S	16	S	" " " City Fare
N	Z	16	S	" " " Fare (silver-plated zinc)
O	B	16	T	" " " "
P	Z	16	V	" " " (silver-plated zinc)
Q	WM	16	V	" " " "
R	WM	16	W	" " " "
S	Z	16	Y	" " " "
T	Z	16	Ball	" " " "

Group 7

ALLOCATED METAL TOKEN (BUS, type #2)

A	WM	16	Bar	Good For One Fare (bus)(no diamonds)
B	Bz	16	Bar	" " " " " " "
C	WM	20	Bar	" " " " " " { .780 }
D	Bz	20	Bar	" " " " " " { .780 }
E	WM	23	Bar	" " " " " (diamonds)
F	Bz	23	Bar	" " " " " "

Group 8

JOHNSON FARE BOX CO., CHICAGO

A	WM	16	E	Good For One Fare (diamonds)
B	WM	16	F	" " " " (diamonds & no diamonds; dies)
C	WM	16	F	" " " City Fare (no diamonds; dies)
D	Bz	16	F	" " " " " " "
E	WM	20	B	" " " " " " "
F	WM	20	J	" " " " " " { plain background }
G	WM	20	J	" " " " " " { lined background }
H	WM	21	B	" " " " " " "
I	WM	23	Bar	" " " Half Fare $\frac{1}{2}$ { no dia; 9 stars on obv. }
J	WM	23	Bar	" " " " " " { dia & no dia; NC 660 A }
K	Bz	23	Bar	" " " " " " { diamonds }

Group 9

			JOHNSON FARE BOX CO. CHICAGO (BUS, type #2)					
A	WM	23 Bar	Good For One Half Fare (bus)(no diamonds)					
B	B	23 Bar	"	"	"	"	"	"
C	Bz	23 Bar	"	"	"	"	"	"

Group 10

			JOHNSON FARE BOX CO. CHICAGO $\frac{1}{2}$					
A	WM	20 Bar	Good For One Half Fare $\frac{1}{2}$ (no diamonds)					

Group 11

			JOHNSON FARE BOX CO. JFB					
A	WM	16 Ball	Good For One Fare JFB (diamonds)(dies)					
B	B	16 Ball	"	"	"	"	"	(shades)
C	Bz	16 Ball	"	"	"	"	"	
D	Z	16 Ball	"	"	"	"	"	(silver-plated)
E	WM	16 Ball	Allocated Token JFB (no diamonds)					
F	B	16 Ball	"	"	"	"	"	
G	Bz	16 Ball	"	"	"	"	"	

Group 12

			JOHNSON FARE BOX CO. JFB					
A	WM	21 Ball	Good For One Half Fare JFB (thick; see Mich 680 G)					
B	WM	21 Ball	"	"	"	"	"	(thin; see Wash 880 F)
C	Bz	21 Ball	"	"	"	"	"	(see Mich 75 C)

Group 13

			JOHNSON FARE BOX CO. (BUS)(#2 type)					
A	WM	16 Bar	Allocated Token (bus)(no diamonds on these tokens)					
B	B	20 Bar	"	"	"	"	"	(.780)
C	B	20 Bar	"	"	"	"	"	(.800)
D	Bz	20 Bar	"	"	"	"	"	(.780)
E	Bz	20 Bar	"	"	"	"	"	(.800)
F	WM	20 Bar	"	"	"	"	"	(.780)
G	WM	20 Bar	"	"	"	"	"	(.800)
H	B	23 Bar	"	"	"	"	"	
I	Bz	23 Bar	"	"	"	"	"	
J	WM	23 Bar	"	"	"	"	"	

Group 14

			OHMER CORPORATION (BUS)(#2 type)	
A	Bz 16	Bar	Allocated	Token (bus)(no diamonds on these tokens)
B	B 16	Bar	"	"
C	WM 16	Bar	"	"
D	Bz 20	Bar	"	" (.780)
E	WM 20	Bar	"	" (.780)
F	Bz 23	Bar	"	"
G	B 23	Bar	"	"
H	WM 23	Bar	"	"

Group 15

		MONEY METERS, INC.
A	WM 18 Sl-sc	Good For One Cash Fare
		MONEY-METERS, INC. ONE FARE
B	WM 16 M	Providence, Rhode Island U.S.A.
		MONEY-METERS, INC. FARE COLLECTION EQUIPMENT
C	WM 23 M	Providence, Rhode Island U.S.A.

Group 16

		TRANSIT FAREGUARD CORP.
A	S 20 T	Good For One Fare (silver-plated steel)

Group 17

		MEYER & WENTHE CHICAGO
A	WM 16 Ball	Good For One Fare (no diamonds on these tokens)
B	B 16 Ball	" " " "
C	B 18 Ball	" " " Full Fare
D	Bz 18 Ball	" " " "
E	Bz 16 A	" " " Fare
F	Bz 16 C	" " " City Fare
G	WM 16 H	" " " Fare
H	Bz 16 P	" " " City Fare
I	WM 16 P	" " " " "
J	WM 16 S	" " " " "
K	WM 23 T-sc	" " " Fare
L	WM 16 U	" " " "
M	WM 16 U	" " " City Fare
N	WM 21 W	" " " Fare
O	Bz 23 Per	" " " (bus)



Group 18

A Bz 23 Bar MEYER & WENTHE CHICAGO (BUS)(#1 type)  
Good For One School Fare (dots on reverse)

Group 19

A Bz 23 Bar MEYER & WENTHE CHICAGO  $\frac{1}{2}$   
Good For One Half Fare  $\frac{1}{2}$  (no dots on either side)

Group 20

A Bz 23 Bar MEYER & WENTHE CHICAGO  
Good For One Fare (bus, type #1)(no diamonds)

Group 21

A WM 16 Bar MEYER & WENTHE CHICAGO (BUS)(#3 type)  
Allocated Token (bus)(no diamonds on either side)

Group 22

A WM 16 Ball JOHNSON FARE BOX CO. (BUS)(#3 type)  
Allocated Token (bus)(2 slots)

NOTE: Type #1 bus was the first one used. Type #2 bus was the one used until recently. Type #3 bus is the new style bus which has appeared in the past year. There will probably be other varieties in groups 21 and 22, possibly the same sizes and metals as in Group 7.

MISCELLANEOUS TOKENS

These items were either made for use as samples, or perhaps they are just errors. Also it is possible these were made for use in some cities as regular issues; where they might have been used is unknown.

Group 31

		GOOD FOR ONE FARE
A	WM 16 Sd	(blank)
B	WM 16 G	School Fare (diamonds)
C	B 16 I	Fare Check (no diamonds)
D	Bz 23 F-sc	Good For One .25¢ Fare
E	WM 16 W	Good For One Fare (see Conn 560 C)
F	WM 23 H	Students Ticket

Group 32

		GOOD FOR ONE CITY FARE
A	WM 16 L	Employees Only
B	WM 16 T	Good For One Fare
C	WM 23 B	Good For One Fare
D	WM 16 D	Good For One Fare

Group 33

		GOOD FOR ONE SCHOOL FARE
A	Bz 16 Bar	Children Under Twelve Years $\frac{1}{2}$

Group 34

		GOOD FOR 1 FARE ONE
A	WM 21 Sd	(same as obverse)

Group 35

		GOOD FOR LOCAL ZONE RIDE
A	B 20 Sd	Good For $\frac{1}{2}$ Fare (listed as Maverick #52)

Group 36

		TRANSFER TOKEN $2\frac{1}{2}$ ¢
A	WM 20 Sd	(blank)

PARTIAL INDEX TO ARTICLES IN VOLUME 8 OF THE FARE BOX (1954)

Abbotstown & York Transit Company.....	74
Advertising Rates in The Fare Box.....	12
Atchison & Eastern Bridge Company.....	80
Auction, Kenneth Smith's February list.....	14
Auction, Kenneth Smith's April list.....	35
Auction, Kenneth Smith's August list.....	73
AVA Membership Roster for 1954.....	32
Bute Taxi Company tokens.....	58
Canada's First Subway, Toronto.....	24
Clearwater, Florida, new issue.....	94
Convention Minutes (A.V.A.) at Evansville.....	88
Corrections to Atwood's Check List.....	17, 28, 40, 76
Counterfeit Token Ring Smashed in New York.....	10
Deletions from Atwood's Check List.....	17
Detroit & Canada Tunnel Tokens.....	96
Early Stage Lines.....	57
Evansville's Early Railroads.....	105
George Rogers Clark Ferry.....	81
Georgia Ferries.....	94
Gibbs Token, of New York City.....	25
In Retrospect, by Max M. Schwartz.....	15
Kansas City Accommodation Token.....	3
Manufacturers' Samples Check List.....	109
Minneapolis Zinc-coated tokens.....	38
Mississippi Train Ferry.....	44
Moriah Plank Road Tokens.....	66
Moulton, R.K., letter.....	47
New York City tokens.....	97
Ohio Bus Line Company token.....	72
Parkers Landing, Pa., tokens.....	56
Prices Realized, Kenneth Smith's February auction.....	34
Prices Realized, Seattle Auction of April 9.....	55
Prices Realized, Kenneth Smith's April auction.....	58
Prices Realized, Kenneth Smith's August auction.....	92
Proposed Auction Rules.....	3
San Antonio Rapid Transit Street Railroad Company.....	59
Santa Barbara & Suburban Railroad.....	22
Santa Barbara Street Railroad Company.....	45
Schuykill Ferry.....	104
Smith, Kenneth, open letter.....	13
Tokens Stolen from Paul Fouts.....	80
Warrick County Central Planking Road Company.....	72
Webb's Ferry, of Grayville, Illinois.....	54

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